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TERRIFIC BLAZE IN KOWLOON.

SPECTACULAR FIRE IN EARLY HOURS.

LARGE AREA DEVASTATED IN SHORT TIME.

MOLASSES AND TIMBER.

An area of over 12,000 square feet, occupied by a fairly large Chinese sugar refinery, a timber yard and smaller concerns, and situated on the water-front side of Canton Road and Pitt Street, Yau-mat, was devastated by fire in the early hours of this morning, the blaze sweeping through the premises with alarming rapidity, rendered furious by burning molasses, and doing damage running into thousands of dollars.

It provided one of the most spectacular blazes seen on the Kowloon side of the harbour for many months, and it was witnessed by dozens of Europeans who were out on seeing the ominous glow in the sky, and hundreds of men from the surrounding districts.

Great Tongues of Flame.

Such was the fury of the conflagration that it must have been visible for miles. Great tongues of flame leaped twenty feet high from the top of a thirty-foot building, while showers of sparks were carried in all directions by the strong wind which was blowing.

Fortunately the wind was favourable to the fire-fighters, carrying the flames and sparks away from the nearest building which otherwise would most certainly have been involved. Huge showers of sparks, belched up every few seconds, were carried across the road to tenement houses opposite, but the occupants were alive to danger and no great alarm was felt.

White Hot Metal!

For half an hour, it appeared that the Fire Brigade, which received a call at 2.45 a.m., was making little headway. The largest building in the compound, a two-story affair with a galvanised iron roof, and side built up of kerosene tins, was a raging inferno. The roof caved in within ten minutes of the sending out of the Brigade Call, and it was obvious that the premises had been well alight before warning was received at the Fire Station.

The side of kerosene tins presented an awe-inspiring sight since the intense heat made them white-hot within a few minutes, and they were for all practical purposes, transparent!

Danger Averted.

Suddenly, fire broke out in an alley-way between the area involved and the adjoining building; a ginger-factory, and it blazed away furiously for some ten minutes before the danger was realised. The Brigade responded by diverting a hose playing into the heart of the fire, and within a very short space of time this fresh outburst was got under.

At about 3.30 a.m. it became clear that the Brigade were getting the upper hand. The flames on one side of the compound were gradually stifled, and the big building on the east side alone resisted their efforts. With the arrival of the fire-float, however, control was gained, and shortly before four o'clock further danger was over.

No Casualties.

A number of foks were sleeping in the compound at the time of the outbreak, but no loss of life is reported.

A humorous interlude was provided by a fireman, who apparently getting a hot cinder into his top-boots, ran into the road, boot in hand, filled it from a gushing water-main, and then returned to the compound, satisfied.

The official report of the fire states:—
A call was sent to the Kowloon Fire Brigade station from Pitt Street alarm at 2.45 a.m. and this

(Continued on Page 14.)

LIFE SAVED BY A MIRACLE.

THREE HOURS IN WATERS SHARK-INFESTED.

WASHED OVERBOARD.

Singapore, Oct. 12.

The story of the miraculous escape from death of a British seaman, named Alexander Ure, after swimming for approximately three hours in shark-infested waters in the Red Sea, was told in Singapore last night, on the arrival in port of the Japanese cargo-steamer Dakar Maru.

Alexander Ure is a member of the crew of the British s.s. Bombala, which was steaming through the Red Sea on September 27th, on her way to Bombay.

Ure was sleeping on the deck of the Bombala when a huge sea swept over the craft, washing him overboard unnoticed.

He made an effort to swim to shore, about seven miles distant, through the shark-infested water, and he had been in the water for about three hours when he attracted the attention of the look-out on the Dakar Maru, which was on her way to Singapore, and was picked up.

Interviewed by your correspondent on the arrival of the vessel in harbour this evening, Ure described his escape as an act of God. He would never be afraid of death again.—Our Own Correspondent.

RAILWAY DISPUTE AVERTED.

COMPANIES AND TRADE UNIONS AGREE.

London, Oct. 11.

A provisional agreement has been reached between the railway companies and the three railway trades unions, under which the existing agreement for a wage reduction of two and a half per cent. will be continued for six months until May 12th, 1930.

The agreement which is subject to ratification by a delegate conference of the three unions, represents a compromise as the Companies desired the reduction to be continued for a further year. The Trades Unions recently announced that the reduction would not be renewed at the expiry of the old agreement.—Reuter.

MISS GOURLAY WINS CHAMPIONSHIP.

FINAL OF ENGLISH LADIES' TITLE.

London, Oct. 11.

As generally expected, Miss Molly Gourlay, Camberley Heath, won the English Ladies' Open Golf Championship to-day, defeating Miss Diana Fishwick, North Foreland, in the final by six up and five to play.

The match was over thirty-six holes, and was played at Broadstone, Dorset.—Reuter.

PRINCESS ROYAL IMPROVING.

ALL ANXIETY NOT YET REMOVED.

London, Oct. 11.

The Princess Royal is gradually improving according to an official bulletin issued this evening, which states: "Despite the progress of the past four days, the Princess Royal's condition has not yet reached a stage which removes all anxiety.—Reuter.

NEW MINISTER TO BELGRADE.

MR. N. M. HENDERSON TRANS- FERRED FROM PARIS.

London, Oct. 11.

H.M. the King has approved the appointment of Mr. Neville Meyrick Henderson, Envoy Extraordinary and Minister Plenipotentiary at Paris, to be Envoy Extraordinary and Minister Plenipotentiary at Belgrade.—British Wireless.

NANKING WAR ON KUOMINCHUN.

PUNITIVE EXPEDITION NOW ORDERED.

TRIPLE CRISIS FACING THE NATIONAL GOVERNMENT.

IRONSIDE TRICKERY?

Nanking, Oct. 11.

An official communique issued this evening states that a punitive expedition against the Kuominchun will be ordered immediately.

The communique says that Marshal Feng Yu-shiang has repeatedly expressed his desire to go abroad, so the Government has been adopting a tentative attitude towards him. Certain other Kuominchun commanders, however, have been interfering with the Government's disarmament programme and its schemes for national defence.

Moreover, the Kuominchun leaders yesterday issued a circular telegram denouncing the National Government and stating that they had started an expedition against Nanking, which would destroy the unity of the country.

Cannot Be Tolerated.

Such disloyalty, says the communique, cannot be tolerated, and therefore it is proposed that a punitive expedition be ordered against the rebels.

The question as to whether Marshal Feng Yu-shiang is involved in the plot must be investigated; if so, he should be duly punished.

The communique concludes:—"For the sake of peace, this rebellion must be suppressed." It is stated in official circles that the recent telegram from leading officers of the "Ironside," expressing loyalty towards the Government, was purely a ruse to delay the Government attack against them.—Reuter.

Triple Crisis.

Shanghai, Oct. 11.

Again the China outlook is grave in the extreme, for it can be said that the country is facing a triple crisis with Soviet troops active on the Sino-Siberian frontier, fighting between Nanking and Kuominchun troops on the Lung-Hai Railway, and the capture of Kweilin by the "Ironside."

These developments show that in the not distant future the whole country will be thrown into a state of turmoil again. To the National Government the outlook is grave in the extreme.

The first news of serious trouble between Nanking and the Kuominchun came to hand this morning in an announcement that the Divisional Commander and Chief Lieutenant of Marshal Feng Yu-shiang, General Sun Liang-sing, had dispatched a lengthy cable to the National Government denouncing Marshal Chiang Kai-shek, the President of the National Government.

Troops on the Move.

Extensive troop movements are taking place on both the Peking-Hankow and Tientsin-Pukow Railways, indicating that the Kuominchun troops, under Feng Yu-shiang, intend to launch attacks on both railways simultaneously.

The Kuominchun attacking force in Hupeh is under the command of General Sun Liang-sing, whose Second Brigade of Kuominchun surprised the Nanking troops in Hupeh yesterday. War clouds are thus looming in Hupeh and it is anticipated that war on a large scale will be started in the Province in a few days' time.

Fighting is in progress on the Lung-Hai Railway between the Kuominchun troops under Regimental Commander Liu Chun-wing and Nanking troops under General Tang Seng-chi.

Thousands Massing.

General Sun Liang-sing's Kuominchun units are massing in thousands along the Lung-Hai Railway and the opinion is confidently expressed that the 14th Nanking Division, under Tang Seng-chi, will meet a most formidable opponent in Sun Liang-sing.

It is freely stated in Nanking official circles that Marshal Chiang (Continued on Page 14.)

MISTAKEN IDEA IN WASHINGTON.

ANGLO-AMERICAN NAVY POOL SUGGESTED.

MR. STIMSON'S DENIAL.

Washington, Oct. 11.

A rather remarkable declaration by a well-known American publicist regarding the Anglo-American naval negotiations, has brought a formal denial from the Secretary of State, Mr. H. L. Stimson.

The well-known Washington publicist referred to declared that in effect Great Britain and the United States have agreed to pool their Navies in order to maintain the peace of the world.

Commenting on this statement, Mr. H. L. Stimson said most emphatically that the assumption drawn completely misrepresented the actual facts and the spirit which prevailed in the conferences between President Hoover and Mr. Ramsay MacDonald.

Mr. Stimson emphasised that during the whole conversations there was not one syllable to support the statement.—Reuter's American Service.

Tokyo, Oct. 11.

Mr. Wakatsuki, who has been regarded as the certain head of the Japanese delegation to the five-power naval conference, interviewed by the Rengo Agency to-day, said he had refused the offer to head the disarmament delegation.—Reuter.

Later.

Mr. Wakatsuki has accepted leadership of Japan's delegation to London when Mr. Hamaguchi visited him this morning and urged him. The Government has decided that other delegates shall be Admiral Takarabe and Mr. Matsudaira.—Reuter.

TURN OF TABLES IN AFGHANISTAN.

TRIBES DECLARE FIDELITY TO NADIR KHAN.

Paris, Oct. 11.

The Afghan Legation has received a communique which confirms the report that Shah Wali's troops occupied Kabul on Sunday and that Habibullah has been overthrown.

Shah Wali is a relative of Nadir Khan, who is one of the contenders for the Throne. The communique adds that delegations arriving at Kabul from all over Afghanistan express their fidelity to Nadir Khan.—Reuter.

INTERNATIONAL CLUB TENNIS.

FRANCE LEADING BRITAIN WITH TILDEN.

London, Oct. 11.

In a match at the Queen's Club, London, to-day, William T. Tilden, the famous American tennis player, represented Great Britain, playing the inaugural match between the clubs of France and the clubs of Britain.

Tilden beat C. Bousous (France) 2-6, 6-3, 6-3.

France led at the end of the first day by four matches to three.—Reuter.

U.S. BANK PRESIDENT SENTENCED.

FIFTEEN YEARS FOR FRAUD ATTEMPT.

New York, Oct. 11.

Charles Delos, The Wagoner Bank President, of Telluride, Colorado, has been sentenced to fifteen years' imprisonment on pleading guilty to a charge of fraudulent use of the mails.

The charge was framed in connection with a scheme to obtain half a million dollars from six New York banks by means of forged authorisation papers.—Reuter's American Service.

WEATHER FORECAST.

The weather forecast up to noon to-morrow is as follows:—North-east winds, fresh; fair.

BRITISH PATRIOT PASSES AWAY.

EARL OF MEATH DIES AGED 88 YEARS.

FOUNDED EMPIRE DAY AND OTHER BIG MOVEMENTS.

London, Oct. 11.

The death took place to-day of the Earl of Meath at the age of 88 years.

The Earl was famous as the founder of that movement for thinking imperially which resulted in May 24th, the birthday of Queen Victoria, being observed as Empire Day. The suggestion that the day should be devoted to this purpose he first made to Mr. Joseph Chamberlain when the latter was Colonial Secretary, in 1902.

Lord Meath was also identified with many religious and social movements, including the Boy Scouts and the Church Army. He had been ill for some time and he passed at 2.25 this afternoon.—Reuter and British Wireless.

Former Diplomat.

The veteran Earl of Meath was born on July 31st, 1841, and succeeded to the title of which he was the 12th holder, in 1887. He was educated at Eton and on the Continent and then served in the Foreign Office for five years. Afterwards, he was attached to the Legation at Frankfurt in 1866, to the Embassy at Berlin from 1867 to 1870, and at Paris from 1870 to 1873. He was married in 1868 to Lady Mary Jane Maitland (who died in 1918), and his marriage assured him of the co-operation and sympathy of one whose whole heart, like his own, was devoted to the welfare of others.

As Lord Brabazon, he became the founder and first Hon. Secretary of the Hospital Saturday Fund, in 1875, and whilst engaged in this work his health broke down by addressing seventy meetings in the course of a few weeks, including an audience of 40,000 in Hyde Park, this being, at the time, the largest non-political meeting ever held there. He was also the originator of the Hospital Sunday movement in Dublin.

Man of Many Interests.

How busy a life the late Earl spent may be gathered from the fact that he was the first chairman of the Young Men's Friendly Society, 1879; founder (1882) and first Chairman of the Metropolitan Public Gardens Association; first President of the British College of Physical Education; founder and first President of the Lads' Drill Association; ex-President of the Christian Union for Social Service; first President of the British Institute for Social Service; founder and first President of the Duty and Discipline Movement; and Senator of the Parliament of Southern Ireland.

During the visit of the Queen of Rumania to England many years ago, he acted as her cicerone, having been for many years previously the friend and correspondent of "Carmen Sylva."

An episode in his life was his election to be an Alderman of the first London County Council. His was the only name that both sides could agree upon, and he was elected to be the first Chairman of the Parks Committee, but when the hour for his re-election came he was told he was "not Progressive enough" and he had to go. His successor was a Labour member, who was chosen by a majority of one.

Great Patriot.

Lord Meath was a keen patriot and was a great believer in the systematic teaching of patriotism in the schools. He lost a son in the Great War, and he published his reminiscences in 1923. He received the G.C.V.O. in the same year.

The heir to the title is Lord Ardee, eldest son of the deceased, who was born in 1869. He entered the Army, joining the Grenadier Guards in 1889, and was made Brigadier General in 1918. He served in South Africa and in the Great War, and received the C.B. decoration in 1918. He married in 1908 Lady Alice Wyndham-Quinn, only child of the Earl of Dunraven, and there are one son and two daughters.

Bulls and Inners

□ □ From the Office Butts. □ □

Some broadcasts are subject to distortion. For that matter, so are some leading articles.

Who is Sylvia, what is she, That all the swains conjecture? The answer is with Basil P— He knows his stuff—you betcher!

The Bateman cartoon is yet to be drawn depicting a scientist in the act of testing how far a Hong-kong dollar can really drop.

Shanghai keeps adding to its entertainments. They now have lady bowlers there.

According to a magazine writer, the modern girl doesn't care for gin. We suppose she's happy so long as she has "it."

Our interport carmen are beginning to practice. They're hoping to get a stroke of luck.

The See-Saw:—Down goes the dollar; up go the living costs.

A Shanghai man thinks Hong-kong is over-rated. So do local taxpayers.

The chief objection to the inferiority complex is that it never seems to affect the right people.

Lots of reds are being run out of Kwangai. That is fine for the whence but not so good for the whither.

MacWhirter says the best way to draw some men out is to produce a corkscrew.

"Papa"—The true test of your son's ability to become a poet is whether he can go without food for at least a week now and then.

Designing women are not necessarily art students.

A Kowloon man has given his wife a fur coat, not to keep her warm but to keep her quiet.

[Playing with Mr. J. M. Goodens on the Deep Water Bay course on Sunday, Dr. H. F. Sommers did the seventh hole (150 yards) in one.]

A perfect shot, no topping; But bear in mind that dentistry, Fills holes with ease by stopping.

So cease this idle praise, Forsooth; There is no cause for clapping. For one who's filling holes all day.

Is so expert in every way, He's far too good such games to play. Without stiff handicapping!

Scotland's birth-rate last year was the lowest on record. Evidently Scotland would rather nurse bawbees than babies.

Some of these bowlers get up in the morning feeling like an altitude record and go to bed at night feeling like engine trouble.

The chief industry of Siberia and Manchuria seems to be getting themselves prevented from fighting each other.

A writer says that "the U.S. President is a stickler for the truth." Hooveractly!

The action of the foki who leapt 20 feet to give a warning of robbery was appropriately described as a plucky feat.

There seems to be something sticky about these stamp scandals in Manila.

After all, it's only fair that Government servants should receive a smaller dollar, because they get more of 'em to the pound.

A London beauty specialist states that sun-burning causes roughness of the neck. That Himalayas is able to run 40 miles explains some of the feminine in an hour. That's the kind of little "roughnecks" we've seen on recent moonlight bathing picnics.

A travel writer says a wife and is said to have slept in has just a goat are the same price in be-Kurdistan. In Hongkong, the two about 474 of those beds left.

This falling currency is a really half-raisin business.

If one had fixed exchange and then bought a lot of sterling, one would have made a lot of money—if one had had a lot of dollars!

It has been suggested that there should be women members of the Legislative Council. Eves dropping in!

Oh gentle dollar whence away. Oh wherefore art thou falling? You've knocked the value of our pay.

To depths so mean and galling. Our clothes are going to cost us more. Our shirts and socks and undies. Our house rents too are bound to soar.

As well as ice cream sundaes. And as for thoughts of holidays. You start our heads awchilling. How can we hope for jolly days. At your high price for sterling?

So may we make just one request. That is if you are able; Please try to do your very best. To stay forever stable!

It looks as if next year we are going to spend one-third of our time in bed and the other two-thirds in bad.

Seems to us, the true value of the Hong-kong dollar is what you can buy with it.

One gratifying possibility about the fall in the dollar is that banana fritters may be found too expensive to make.

As if a six-months' sentence was not enough punishment, a local magistrate advised a bobbed-hair Communist to get married!

A London hairdresser claims to have descended from an Elizabethan pirate. Yo-ho and a bottle of bay rum!

An inventor has devised a golf ball which makes a humming noise when it is lost. If he could extend the idea to collar-studs, he'd make his fortune.

From what we saw in Hongkong yesterday, the female gender is changing to the nuder.

The way things are going it looks as if Russia and China will have to pay for this war themselves.

The other night in Kowloon a resident threw a flower pot at a saxophone player. When questioned by the police he pleaded that he thought it was a cat.

Sometimes in an interview a journalist may discover the secret of success in a man's life. On the other hand a detective does the trick.

With the drop in the dollar, Hongkong people will probably find that living within an income is almost as hard as living without one.

MacWhirter says some men have a thirst for knowledge of where to stop a thrust.

Many a fast stepper finds it hard to keep up with running expenses.

At least one member of the local police force has received sincere appreciation of his services.

Reference in a contemporary's headline to the Aga Khan's "Chambers Romance" was not what it seemed.

To various contributors:—We had, up to this morning, received 311 references to the Home remitter feeling dollarous.

A long-legged sheep in the roughness of the neck. That Himalayas is able to run 40 miles explains some of the feminine in an hour. That's the kind of little "roughnecks" we've seen on recent moonlight bathing picnics.

A bed which Queen Elizabeth is said to have slept in has just a goat are the same price in be-Kurdistan. In Hongkong, the two about 474 of those beds left.



HURRAH!

THE COLD WEATHER'S COMING GET YOUR GAS FIRES FIXED.

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Cheapest and Best

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THE CRICKET CLUB MEETING.

CRITICISM OF FACILITIES FOR TENNIS.

PAST YEAR REVIEWED.

Criticisms of the management of the Hongkong Cricket Club in regard to the preparation of the tennis courts, and facilities provided for tennis playing members, were made at the annual meeting, held at the club pavilion yesterday evening.

Mr. H. R. B. Hancock, President, was in the chair and was supported by members of the committee. Addressing the meeting, the chairman said:

The report and statement of accounts having been in your hands for over a week, I will, with your permission, take them as read. I think we may again congratulate ourselves on another satisfactory year. The accounts call for little comment, but I will endeavour to give rather fuller details on some items about which members may perhaps like more information.

Working Account.

We have now had nearly two complete years in our present quarters so that a fairer comparison of the figures is possible between those for the year just completed and those for the previous year.

Repairs and Renewals show a decrease of \$1,675.56 which is mainly accounted for by repairs and renewals to furniture now being charged to furniture and fittings account and written off at the end of the year.

General expenses are down by \$492.30. The cost of towels, boys' coats and repairs to furniture formerly charged under General Expenses now come under "Additions and Renewals of Furniture etc." This accounts for \$143.72. Manure, now charged under Refurfing A/C accounts for a further decrease of \$37.00 and there was an item in the previous year of non-recurrent expenditure (\$40) for an addition to the War Memorial Plate.

Refurfing etc. has cost us a good deal more than usual, but the cricket pitch, which was the main item, badly needed attention and I hope and believe it will justify the expenditure. The increase over the previous year was \$1,255.69, but if you deduct this difference plus the expenses of refurfing the annual tennis tournament (\$1,361.43) you will find a very satisfactory result, the Subscriptions exceeding the normal working expenses by \$32.26.

Bar Profits are about \$1,000 down in comparison. This is accounted for chiefly by lower exchange rates and consequent higher cost, the charges for drinks not being increased.

Profit and Loss.

A small saving in debenture interest is shown, but interest on overdraft shows an increase of approximately \$500. This is explained by the fact that during the year ending 31st Aug. 1928 the Club possessed Fixed Deposit Receipts amounting to \$10,000, which matured and were cashed on the following dates: 22nd Dec. 1927—\$5,000 and 20th March 1928—\$5,000. During the financial year just ended, the Club were carrying an overdraft for the first six months averaging over \$14,000 and it was only during the last six months that any appreciable reduction was made when the overdraft averaged \$8,000.

Bad Debts.—On the face of it the account might mislead you to think that we had reached the millennium spoken of by the Chairman two years ago. I regret to say that this is not so, but on the other hand the amount written off, compared with our turnover, is very small, only \$69.43. This amount is included under "Sundry creditors and credit balances" in the balance sheet. The reason for this is that a good many years ago (previous to 1920) cheques amounting to \$375 were issued but never cashed. As there now seems no likelihood of our being called upon to honour these cheques, your Committee has decided to carry forward this sum as a credit balance and utilise it for the purpose of writing off bad and doubtful debts and when occasion arises. In order, however, to make matters

Drive a Trusty
"TRIUMPH"
the Motor that never fails you

clearer to you in future the amount written off as bad debts, if any, will appear on both sides of profit and loss account until the sum mentioned has been exhausted.

Balance Sheet.

Sundry creditors and credit balances.—This is principally made up of outstanding current and expenditure bills for goods received during August.

You will notice that we continue to write down our Assets by a considerable amount, although we endeavour to keep the building, furniture &c. in a thorough state of repair.

The most satisfactory point is that our overdraft with the bank shows a reduction of \$8,221.17 as compared with twelve months ago, and I think I may say that our financial position is most satisfactory.

There is still one heading requiring notice and that is "memorandum Overdue Accounts" shown as \$916.33 had been reduced to \$247.85 by the 30th September. August Chits &c \$3,415.04 stood at \$235.83 on the same date. All outstanding are considered good.

I regret, however, to have to bring this question of outstanding accounts annually and I really think Members and Subscribers should endeavour to settle their accounts before the end of the month in which they are presented. The average date during the last twelve months on which accounts have been posted to members works out as between the 7th and 8th of the month and in only one month were accounts sent out as late as the 11th. So even the "No 10 day" people have no excuse. I can quite understand that an occasional month may slip by and payment be late, but I am told that certain members make a regular practice of not paying until they have received at least one or often two reminders from the Hon. Secretary, sometimes even followed by a telephone message. I would like to remind you that this work, which in my opinion should be unnecessary, falls upon your Honorary Secretary and it is given you, the Articles do not call for these reminders.

I have advised him when members make a practice for two or three consecutive months of delaying payment of their accounts not in future to send them reminders. Then if the accounts are not paid on the due date, members will be posted in the ordinary way. It is most unfair to throw all this unnecessary work on the shoulder of your Hon. Secretary, who already has quite sufficient to do in other directions. I trust however that he will not be called upon to do this. Here again I would remind you that it is open to Members and Subscribers to deposit a sum of \$10 with the Treasurers and, if their account is by way of being a small one, the Treasurers will render them a statement monthly showing the credit balance until the deposit is exhausted. This will save them being bothered with small bills to pay.

So much for the accounts.

The Cricket Season.

The past cricket season was on the whole a very satisfactory one. The first XI did not lose a match and the 2nd XI lost only 4 out of a total of 19. I am pleased to say we came out top in both the 1st and 2nd divisions of the League.

As you know we are to have an Interport Week, or rather fortnight, early in November—both Shanghai and Malaya visiting us—and we are looking forward very much to the inter-colonial contest. Invitations have been sent out to the different cricket clubs in the Colony to send any possible interporters they may have to practice at our nets and I hope they will put in as much practice as possible. The nets will be up from 12.45 to 2.15 as well as later in the afternoon. We are arranging as many trial matches as possible during the time at our disposal, and I hope we shall, when the time comes, have a side which will keep the flag in Hongkong. At present there does not seem to be very much new talent available, and I regret to see so few keen cricketers amongst the young men who have come to the Colony during the past year. I sincerely hope this will be remedied in future.

As those who played cricket last year know our wickets were far from good. Judging by the games played so far, there is a very great improvement, and I think we can confidently look forward to much better wickets than we have had during the past few seasons.

The Tennis Tournaments.

Tennis had a long innings this year due to the drought. It is an ill wind that blows nobody any good. One bright spot was the termination of the Annual Tournament in record time, the 15th April. For this of course the weather was largely responsible, but a great deal of the credit was due to the Sub-Committee,

Are You Looking Your Best?

To look your best you must be at your best, inside as well as outside, and for taking care of the "inner man" there is nothing better than Pinkettes.

Gently yet surely, Pinkettes correct intestinal torpidity, tone up the liver, banish constipation, bilious attacks, sick headaches, clear the skin, purify the breath, aid digestion, relieve Piles. Of chemists everywhere, price 60 cents per vial.



Messrs. R. M. Henderson, A. Piercy and G. W. Sowell who worked very hard organising and arranging dates of play, etc., not an easy job and without which even the weather would not have permitted tournament being over so early.

Another unusual event, we won the "A" Division of the League for which we must thank the team who brought this off.

There is a very good chance of Shanghai sending down an Interport tennis side in November and it is hoped to arrange for the matches to take place after the cricket is over. Nothing definite as to dates has been arranged so far.

You have perhaps seen in the papers of the proposed visit of some French tennis stars to the Far East. I am trying to arrange for them to visit Hongkong, and give some exhibition games on our ground and I hope we shall be fortunate in welcoming them here.

I have heard slight grumbles at times as to the number of courts available and their positions. You should bear in mind, however, that the ground is very small. Courts have to be shifted on account of wear and if all the ground were to be used at one time there is no chance of its getting a rest except during wet weather. Again, in the spring it is generally necessary to repair parts of the courts, with the result that that part of the ground cannot be used for some weeks. Yet again, about August the ground has to be prepared for cricket net practice and to do so tennis courts have to be kept off that portion, otherwise there would be worn patches which could not be got ready in time.

It is with great regret that we have to record the names of so many Members who have died during the year. Dr. Pierce Grove, Messrs. H. P. White, J. Buchanan, L. A. Cossart, L. M. Whyte, H. J. Love and J. E. Hancock.

Committee Thanked.

I should like to take this opportunity of thanking the "nameless" gentlemen who look after our liquid refreshment. His service to the Club is very valuable, and I can assure you he puts in a great deal of hard work for us.

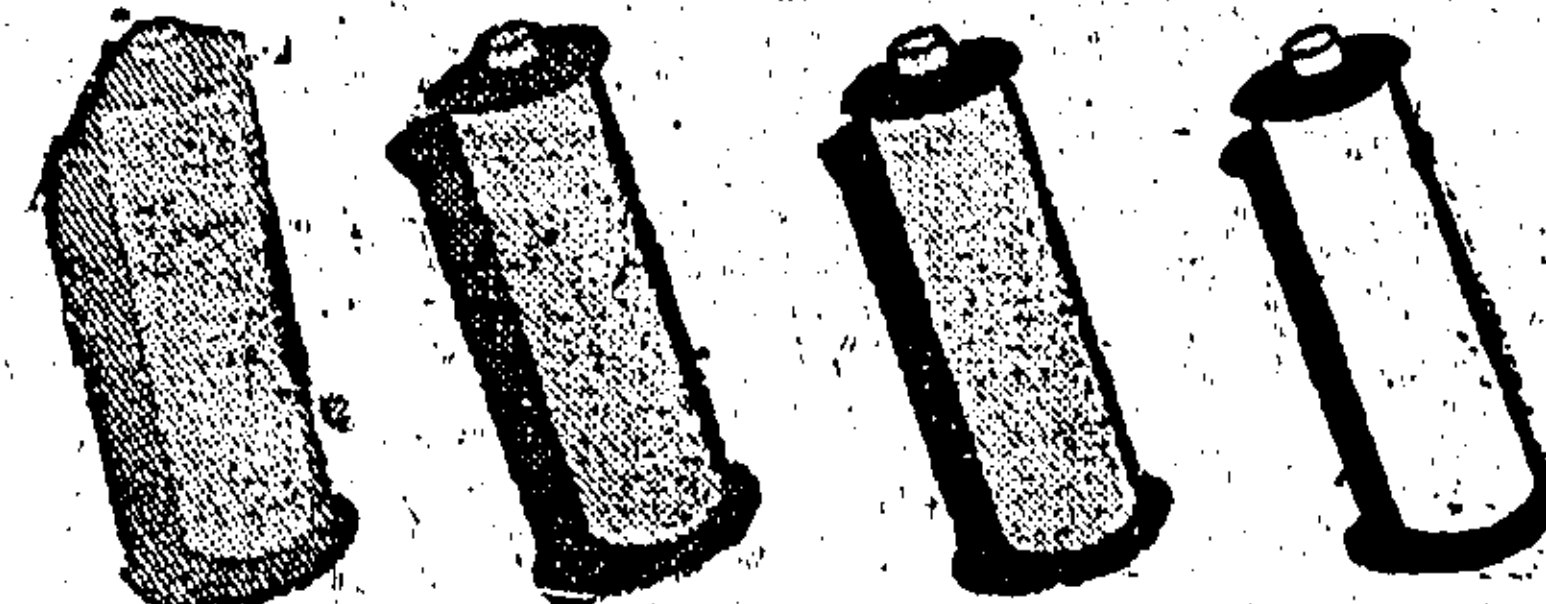
(Continued on Page 3.)

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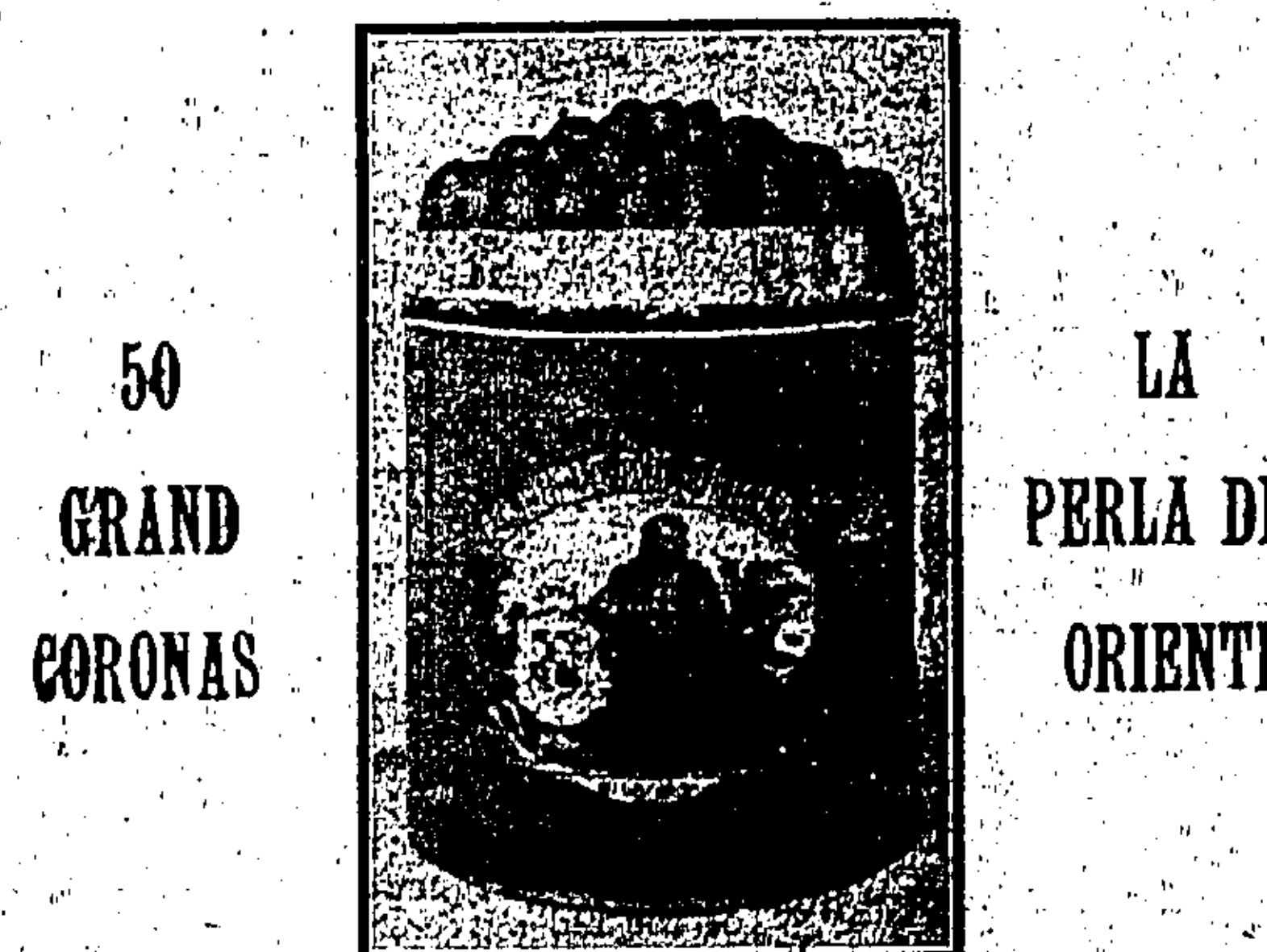
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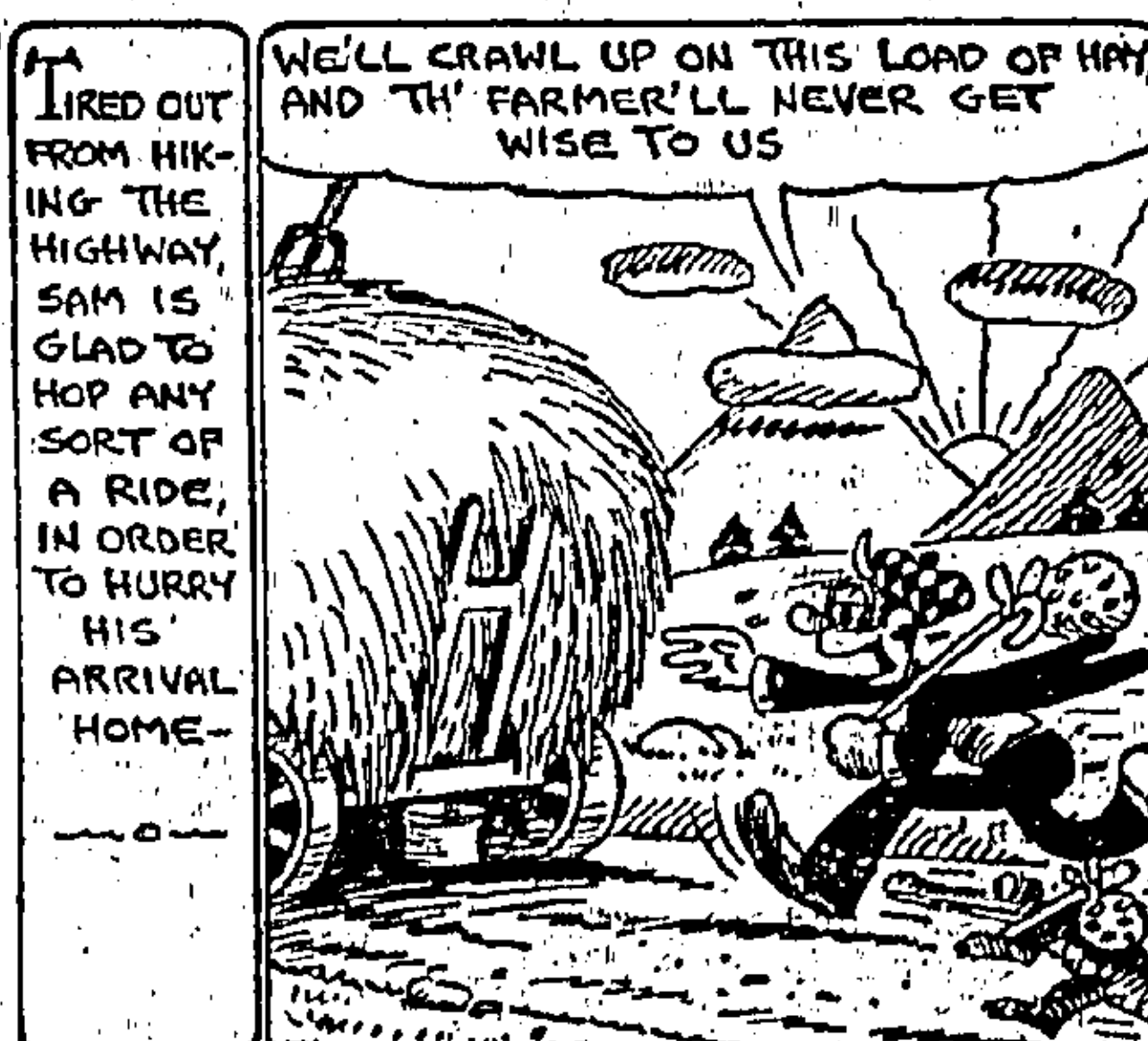
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Pay your Annual Subscription to
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 (Established 1880)

as it is badly wanted now.

Hon. Treasurer:

Mrs. H. E. GOLDSMITH
 525 the PEAK.

THE CRICKET CLUB MEETING.

(Continued from Page 2.)

I have just two other matters I should like to refer to before closing, both rather personal ones. One, is to thank your Committee for their very willing co-operation in all matters appertaining to the Club. They are all very keen on the Club's welfare, and good workers and help to make the President's task a very easy one. The other is to express to our Hon. Secretary, Mr. Greenhill, the best thanks of all of us for the valuable services he has rendered to the Club. I can assure you he never spares himself in the interests of the Club, and it is mainly through his zealous guarding of our interests that we are in such a satisfactory position to-day. (Applause.)

The chairman proposed the adoption of the report and statement of accounts.

In rising to second, Mr. C. B. Johnson congratulated the members on their success in cricket and tennis and also for being in such a strong financial position. After wishing the cricketers success in the forthcoming Interport, Mr. Johnson seconded the adoption of the report and statement of accounts.

Member's Criticism:

Mr. T. G. Bennett referred to the tennis courts and pointed out that judging by the entries in the tournaments it was a reasonable inference that the tennis-playing members exceeded the cricket-playing members. He pointed to the report and remarked that of the 297 members on the register there were only 23 names in the cricket list.

Some of the tennis players were interested in cricket while others were not. He knew there had been a drought during the past summer and the last thing that he would wish was that any more time should be given to tennis players. The club was a cricket club and he hoped would remain primarily such. However, what he would ask the committee to consider was that tennis should be given the consideration that it was entitled to. It was now becoming a game of the multitudes. Wimbledon was as attractive as Lord's, and many public schools were including tennis as part of their curriculum.

In order to get good tennis, said Mr. Bennett, which was what members wanted, it was necessary to have good courts. In his view the courts that were used for every day play were very poor. He knew that that was also the view of other members. He said this without any carping criticism. The surface of the courts were very bumpy and the worn casts profuse. The ball boys were badly clad, and often were suffering from

contagious disease. The courts were also badly marked.

Courts Must be Better.

Continuing, Mr. Bennett said that if the standard of play of the members was to improve, which must be the object of all of them, then the courts must be better. Judging from the fact that the stand court for tournaments was an excellent court, there seemed to be no reason why proper attention and proper expenditure of money for the other courts should not be ordered.

Mr. Bennett said that he had a suggestion to make, and no doubt it would bring a certain amount of laughter. He noticed that the trees around the ground had been pruned and at the moment they looked gaunt and ugly. He suggested that a bamboo hedge should be planted with flowery trees, while the present trees could then be pulled down.

Mr. Bennett remarked that the hedge would provide some shade to the ground, which would then have a still background instead of a moving traffic one.

Chairman Replies.

In reply the chairman pointed out that only the names of those members who played more than ten cricket matches appeared in the report. There were a great many who did not play in matches but took a great interest in the game and played at the nets.

Referring to the comment that more time was given to cricket than to tennis, the chairman pointed out that during the year tennis players utilised the ground on about 300 days, while the cricketers did not get anything like that.

With regard to more consideration for tennis players, the chairman said that he was quite sure the incoming committee would see to that but he could not agree that the tennis players had not been considered. There was a tennis sub-committee, and if members had complaints they should tell the sub-committee.

In regard to the remark about the worn casts, the chairman said that the ground would be useless if worn killer was used more than twice during the year.

Continuing, the chairman said that the trees surrounding the ground, unfortunately, did not belong to the club but were Government property. To make the ground into a garden might appeal to some members, but not to the cricketers, who wanted all the light they could get. He did not think that that was a good suggestion.

With regard to the stand court being so much better than the other courts that, of course, was perfectly obvious, said the chairman. The No. 1 court at Wimbledon was better than the other courts because a great deal more attention was given to it all the year round, and more money was spent on it for the purpose for which it was used. They could not give the other courts the same attention, all the year round, that was given to the stand court for a certain period.

Telephone Box Advocated.

Continuing, the chairman said that he would like to point out that if the members wanted much better courts, a ground would have to be closed for at least two months during the year. The tennis players now got free balls and free ball boys.

In conclusion, the chairman said that he was sure the remarks made by Mr. Bennett would be taken to heart by the incoming committee.

Mr. E. W. Hamilton suggested that the Club build a telephone box for the convenience of members. He pointed out that it was impossible to hear, on certain occasions.

Mr. Hamilton pointed out that the lumps in the ground were more dangerous to the cricketers who played with a hard ball than to the tennis players who used soft balls.

The Chairman agreed with the suggestion for a telephone box.

The report and statement of accounts were put to the meeting, and unanimously carried.

New Officers:

In proposing the re-election of Mr. H. R. Hancock as President, Mr. T. G. Pearce said that, being behind the scenes as he was, he knew the work that was put in and the great interest that Mr. Hancock took. The speaker was sure he was voicing the feelings of the meeting in expressing appreciation to the chairman for the way he carried out his duties as President during the past year. (Applause.)

Mr. Hancock returned thanks for his re-election.

The following members were elected to serve on the committee:—Messrs. T. E. Pearce, P. M. Hodgson, F. Syme Thomson, H. Owen Hughes, F. M. Henderson, A. Piercy, J. S. McCoshan, A. C. I. Bowker and H. J. Armstrong.

The meeting concluded with a vote of thanks to the chairman.



He who hesitates is bossed.



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The way your skin will look next year, depends a lot on the care you give it this year; and particularly on the soap you use.

Your skin will repay you with clearness, smoothness and glowing bloom, if you use Peerless Erasmic.

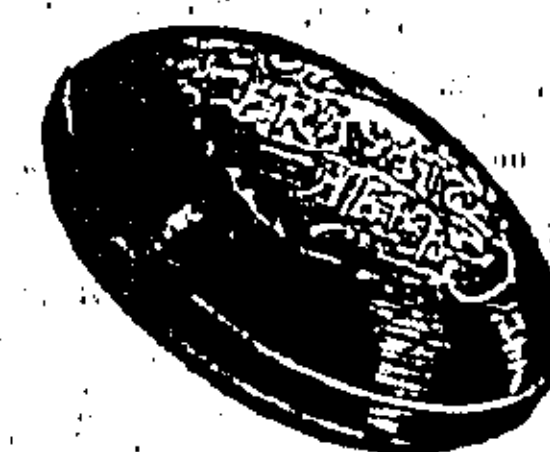
It is a summer luxury—this wonderful beauty soap—so soothing and grateful and invigorating when you are hot and tired—so beneficial at all times.

Peerless Erasmic is as soft as the smoothest face cream. It cleanses more thoroughly than the costliest night cream.

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Is Nature's own tint, obtained from a herb, one of the valued ingredients which makes this soap a balm for delicate skins.



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Hongkong Club
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HOSPITALS

Victoria Hospital
 Matilda Hospital
 Alice Memorial Hospital
 New Tung Wah Hospital
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OTHER BUILDINGS

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 Mountain Lodge
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 Stubb's Road Garage
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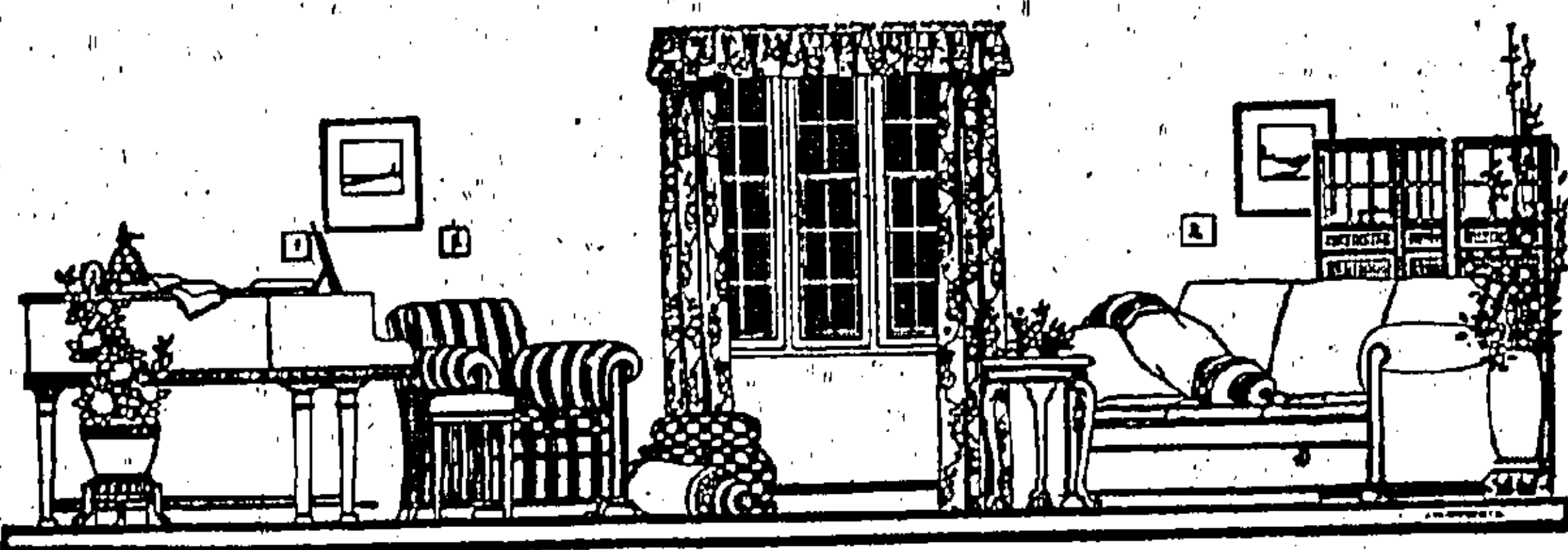
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25 WORDS — ONE DOLLAR

(\$1.50 IF NOT PREPAID)

The following replies have been received:—

295, 300, 301, 305, 306, 315 344, 363, 371,
374, 376, 381, 385, 411, 426, 427, 443, 445
455, 461, 462, 465, 474, 476, 486, 505, 512,
546, 547, 556, 557, 562, 565, 566.

SITUATIONS VACANT.

WANTED.—Junior Office Assistance experience unnecessary, lady preferred. Write Box No. 556, care of "Hongkong Telegraph."

MISCELLANEOUS.

New Melodians private dance band 6 performers is available for engagements during October. Terms moderate. Apply E. A. Mead, H.M.S. Titania.

FOR SALE.

Offers invited for DESIRABLE RESIDENCE in Peak District (near Motor Road). Furnished or unfurnished; Modern Sanitation; Four Large Rooms with Enclosed Verandah; Two Bathrooms, Pantry, Drying Room, etc., etc.
Write:—Box No. 564, care of "Hongkong Telegraph."

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Recommended for many years by Government Civil Hospital, Peak Hospital, etc., and by all the local doctors.
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SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation. Five-Bedroom and Six-Bedroom APARTMENTS, with all Modern Conveniences, Drying Rooms and Out-houses, Two Kitchens.
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Apply:
THE HONGKONG REALTY AND TRUST COMPANY, LIMITED.
Exchange Building.

PREMISES TO LET.

TO LET.—CHEUNG CHAU Attractive four-roomed Bungalow to let from 1st November, completely furnished, moderate rental. Apply Lowe, Bingham and Matthews, Chartered Bank Building.

TO LET.—Office Rooms, Hongkong and Shanghai Bank Building. Apply to Sang Kee, same Building.

APARTMENTS TO LET.

VICTORIA PRIVATE HOTEL, HANKOW ROAD, "KOWLOON," rooms with full board from \$95 to \$130, per month, double rooms for 2 persons with full board from \$180 per month, daily rates from \$4 per day, European management. Tel. K. 357.

NEW ADVERTISEMENTS.

THE HONGKONG & CANTON ICE MANUFACTURING CO., LTD.

Notice to Shareholders.

NOTICE is hereby given that the EIGHTH ORDINARY YEARLY MEETING of the Shareholders in the Company will be held at the Offices of the General Managers, 2, Lower Albert Road, Hongkong on Tuesday, the 15th October, 1929 at 11 a.m. for the purpose of receiving a Report of the Directors together with Statement of Accounts, and re-electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be closed from the 7th. of October, 1929, to 15th October, 1929, both days inclusive.

By Order of the Board of Directors,
M. MANUK, Secretary.
Hongkong, 1st October, 1929.

HONGKONG & CANTON ICE MANUFACTURING COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the above Company will be held at the Offices of the Dairy Farm Ice and Cold Storage Company Limited, No. 2, Lower Albert Road Victoria in the Colony of Hongkong on Tuesday the Fifteenth day of October, 1929, at 11.15 o'clock in the forenoon for the purpose of considering and if thought fit passing the following Resolution as an Extraordinary Resolution, namely:—

"That the capital of the Company be reduced from \$400,000.00 divided into 40,000 shares of \$10.00 each to \$200,000.00 divided into 40,000 shares of \$5.00 each and that such Reduction be effected by cancelling the capital which has been lost or is unrepresented by available assets to the extent of \$5.00 per share upon each of the 40,000 shares which have been issued and are now outstanding and by reducing the nominal amount of all the shares in the Company's capital from \$10.00 to \$5.00 per share."

AND NOTICE IS HEREBY ALSO GIVEN that a Second Extraordinary General Meeting will be held at the same place on Monday, the Fourth day of November, 1929, at 11 a.m. for the purpose of receiving a Report of the proceedings at the above mentioned Meeting and of confirming if thought fit as a Special Resolution the above mentioned Resolution.

By Order of the Board,
M. MANUK, Secretary.

MASSAGE HALL
MRS. S. UZUNOYE

Expert Masseuse.
37, Queen's Road C., 2nd floor.

THE HONGKONG DEVELOPMENT BUILDING & SAVINGS SOCIETY, LIMITED.

(IN LIQUIDATION)

NOTICE OF CALL.

Notice is hereby given that a Second Call of \$3.00 per Share, payable on the 15th November, 1929, has been made on all shares.

J. HENNESSEY SETH,
S. HAMPDEN ROSS,
Joint Liquidators.
Hongkong, 11th October, 1929.

HONGKONG JOCKEY CLUB.

Draft Programmes and Entry Forms for the Seventh Extra Race Meeting to be held on SATURDAY, 26th October, 1929, (weather permitting) may be obtained at the Race Course, Hongkong Club and Causeway Bay Stables.

Entries close at 12 o'clock noon on TUESDAY, 15th October, 1929.

BANK HOLIDAYS.

In accordance with Ordinance No. 5 of 1912. The Exchange Banks will be closed for the Transaction of Public Business on MONDAY, 14th. of October.
Hongkong, 9th October, 1929

HONGKONG JOCKEY CLUB.

The Sixth Extra Race Meeting will be held (weather permitting) at Happy Valley on Monday, 14th October, 1929, commencing at 2.15 p.m.

The first bell will be rung at 1.45 p.m.
The charge for admission to the Public Enclosure will be \$1.—for all persons including Ladies.
Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5.—each up to Saturday, 12th October, 1929.

The charge for admission for Ladies to the Members' Enclosure will be \$2.—

Each member can obtain upon application to the Secretary Badges for admission of 2 Ladies free of charge.

Bookmakers, Tic Tac Men, &c. will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

NO CHILDREN ALLOWED IN EITHER ENCLOSURE ON ANY PRETEXT.

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NO GIFT MORE APPROPRIATE THAN

CHINA TEA FROM CHINA

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Make your selection from the following varieties of Keemun Tea, each packed in quaintly painted boxes.
PRICES INCLUDE POSTAGE AND ALL CHARGES

10 LB. BOX Painted Wooden Box	5 LB. BOX Painted Wooden Box	3 LB. BOX Painted Wooden Box
(1) Keemun Black Tea \$25.60	(1) Keemun Black Tea \$12.80	(1) Keemun Black Tea \$8.40
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Lammert's Auctions

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY, the 15th October, 1929, at their Sales Room, Duddell Street,

One F. N. Motor Cycle Combination, 1929 Semi-sport Model 350 C/C Run about 1400 Miles, Balloon Tyres.

Electric Light and Horn.
On View on Day of Sale.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

G. R.

NOTICE.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on Tuesday, the 15th day of October, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency of one Lot of Crown Land at Tai Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Area	Upset Price
Lot 1	Approx. 1.5 acres	1.5	\$17.50

CHURCH NOTICES.

To-morrow the Twentieth Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hongkong. October 13th 1929. Twentieth Sunday after Trinity. Holy Communion at Peak Church, 8 a.m. Choral Eucharist, 8 a.m. Military Service, 9.30 a.m. Children's Service, 10 a.m. Sunday School at Peak School, 10 a.m. Matins, 11 a.m. Preacher: The Dean. Evensong, 6 p.m. Preacher: Rev. L. N. Watkins. Next Sunday (October 20th) Hospital Sunday.

Union Church, Kennedy Road, Hong Kong. Sunday, October, 13th. Sunday Schools, Kennedy Road, 10 a.m. Talkoo, 3 p.m. Morning Service, 11 a.m. Preacher: Rev. F. C. Young. Hymns, 93, 720, 582, 492.

Evening Service, 6 p.m. Preacher: Rev. F. C. Young. Hymns, 37, 146, 563, 579.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Services, 11.15 a.m. Subject "Are Sin, Disease and Death Real?" The Sunday School is held on Sunday Mornings, at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church. The First Church of Christ Scientist, in Boston, Mass., U.S.A.

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SPECIAL ATTRACTION

SATURDAY, October 12th, 1929.

OLGA DONTSOFF

Talen'ed Russian Dancer

assisted by

Luda & Eugene Dontsoff

in classical & modern dances.

DURING DINNER DANCE

DINNER \$4.00

Tables may be reserved at Hongkong or Repulse Bay Hotels or by 'phone C. 2581.

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Loud Speakers

For A.C. and D.C.

Auditorium, Concert & Standard Models

Inspection invited

THE SINCERE CO., LTD.

"The Hongkong Emporium"

POST OFFICE NOTICE

GENERAL HOLIDAY.

On Monday, the 14th inst. the G.P.O. will be open from 8 a.m. to noon, the Kowloon Branch Post Office 8 a.m. to 11 a.m., the Sheungwan Branch Post Office 8 a.m. to 9 a.m. and 6 p.m. to 7 p.m., and the other Branch Post Offices from 8 a.m. to 9 a.m. only.
There will be one collection from the pillar boxes and one delivery of ordinary correspondence on Sundays, and one delivery of registered correspondence at 9 a.m.
The Money Order Office will be entirely closed.

INWARD MAILS.

From	Per	Date
Shanghai and Swatow	Shantung	October 13.
Straits	Kashima Maru	October 13.
Australia and Manila	Kaga Maru	October 14.
Manila	Pres. Lincoln	October 14.
Japan	Ginpo Maru	October 15.
Calcutta and Straits	Sulung	October 15.
Straits	Kidderpore	October 17.
London (parcels only, 11th Sept.)	Sarpedon	October 16.
Japan and Shanghai	Kamo Maru	October 18.
U.S.A. (San Francisco Sept. 20)	Pres. Harrison	October 19.
Honolulu, Japan and Shanghai	Emp. of Asia	October 21.
U.S.A. (San Francisco Sept. 27)	Pres. Madison	October 21.
Honolulu, Japan and Shanghai	Iyo Maru	October 21.
U.S.A. (San Francisco Sept. 26)	General Metzinger	October 22.
Japan and Shanghai	Tenyo Maru	October 22.
Honolulu, Japan and Shanghai	Hakata Maru	October 22.

OUTWARD MAILS.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Date and Time
Wei Hai Wei via Tsingtao	Sat., Oct. 12, 1.00 p.m.
Manila	Pres. Cleveland Sat., Oct. 12, 4.30 p.m.
Singapore	Halvard Sat., Oct. 12, 5 p.m.
Hokow and Haiphong	Borneo Sat., Oct. 12, 5 p.m.
Amoy	Kanchow Sun., Oct. 13, 8.30 a.m.
Straits	Tilawa Sun., Oct. 13, 9 a.m.
Bangkok via Swatow	Kalgan Sun., Oct. 13, 9 a.m.
Swatow, Amoy and Formosa	Canton Maru Sun., Oct. 13, 9 a.m.
Shanghai and Japan	Kashima Maru Mon., Oct. 14, 10.30 a.m.
Straits and Calcutta	Namsang Mon., Oct. 14, 11 a.m.
	Letters
	Neon.

Shanghai, Japan, Canada, U.S.A. Central and South America and Europe via Victoria B.C. Pres. Lincoln Mon., Oct. 14, 11.15 a.m.

Registration 11.15 a.m. Letters (Due Victoria B.C. 4th Nov.) Japan and Europe via Siberia Kaga Maru Tues., Oct. 15, 8.30 a.m. Swatow Amoy and Poochow Haiyang Tues., Oct. 15, 1 p.m. *Superscribed Correspondence only.

TO-DAY
ST. PETER'S
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Attractive stalls, numerous side-shows, and many other attractions.

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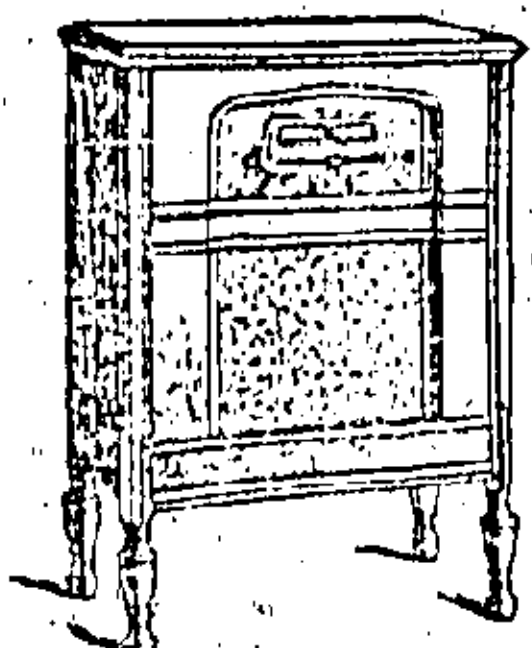
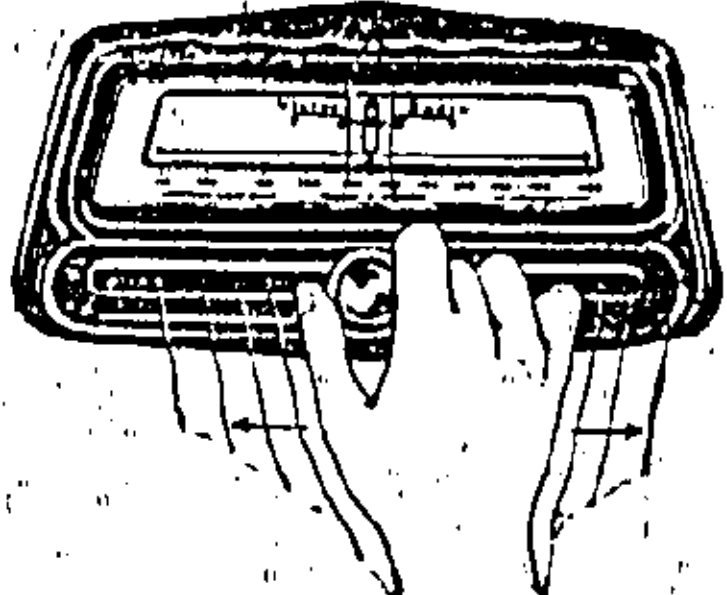
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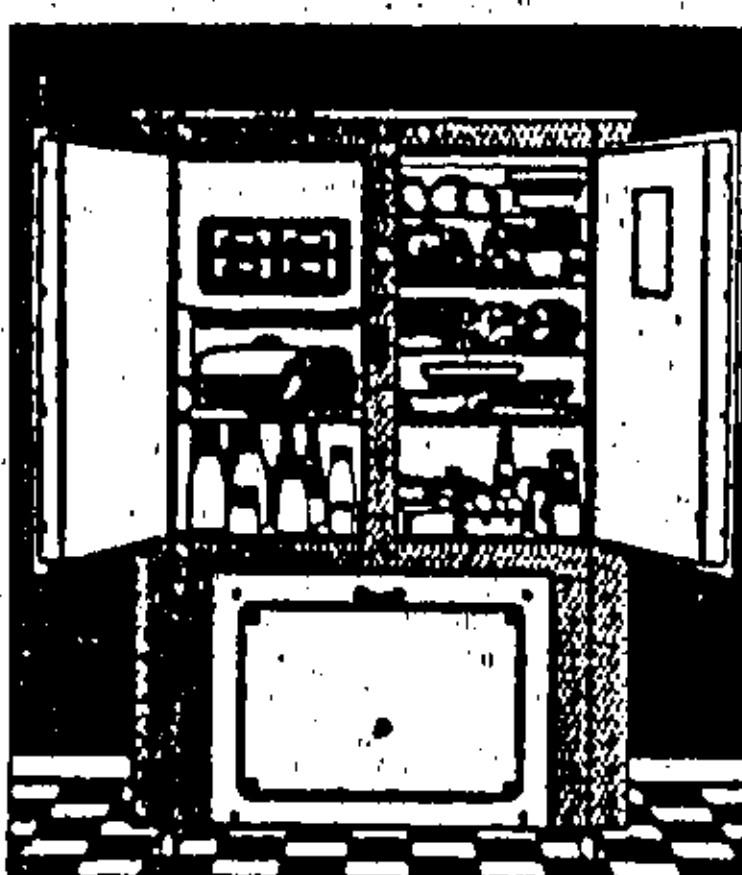


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The Hongkong Telegraph

SATURDAY OCT. 12, 1929.

AMERICA AND THE LEAGUE.

An interesting contribution to the question of the precise nature of Mr. Ramsay MacDonald's policy in seeking a new naval understanding among the Powers, based on the Kellogg Pact, has been made by a writer in one of the political journals in London. It is suggested by this organ, which represents Liberal thought, that the Premier seeks, amongst other things, to make the way easy for the United States to join the League of Nations. Putting his own interpretation on a recent speech by Mr. MacDonald, the writer of the article concludes that, influenced by his conversations with General Dawes, the Premier has turned against the whole idea of providing security by agreements to employ "sanctions" against a disturber of the peace. Instead of seeking to strengthen the sanctions obligations of the League Covenant, it is suggested that he would like to water them down, or to get rid of them altogether, believing that this is the only way in which it will be possible to get the United States to co-operate more closely with the League. We are not at the moment prepared to accept this estimate of Mr. MacDonald's policy, but it will be interesting to see precisely on what it is based.

One of the passages of Mr. MacDonald's speech which is quoted in support of the argument put forward is as follows:—"I would like you to consider the effect of the Pact of Peace upon the assumption of certain clauses of the Covenant of the League of Nations, because it is all to the good if we prune out dead wood from the Covenant. When the Covenant was drafted, there were certain assumptions, certain ideas in the background of our minds, that already represent a dead age, if we can make this Pact effective. We draw attention especially to Clauses 12 and 15 of the Covenant to see whether we could not bring that very old document, in relation to certain things that have happened since, right up to date." Article 12, it is pertinent to note, binds members of the League in no case to resort to war until three months after the Council has issued a report on the matter in dispute. The signing of the Kellogg Pact has clearly rendered that clause out of date. Article 15, on the other hand, is the sanc-

tions clause of the Covenant, under which members bind themselves to boycott and blockade a State which breaks the Covenant. When, therefore, Mr. MacDonald links this clause with his remarks about cutting out dead wood, it seems to be implied that he regards sanctions as inappropriate, seeing that, by signing the Pact, nations are now proceeding on the basis of trusting instead of distrusting one another.

How does the question of America being persuaded to enter the League arise out of these submissions? It is suggested that in his conversations with General Dawes, Mr. MacDonald must have had impressed on him that America dislikes sanctions, and that if these obligations were eliminated from the Covenant, the chief obstacle to the United States joining the League would be removed. We cannot, however, read so much into the Premier's utterances. It is natural, of course, to assume that some attempt will be made to revise the Covenant, as a consequence of the signing of the Peace Pact, and we may see this matter come to the fore more prominently if and when a new naval understanding is reached between the Powers. But that does not imply America's willingness to come into the League. Indeed, in the joint declaration by President Hoover and Mr. MacDonald, issued a couple of days ago, it was stressed that "the part of each of our Governments in the promotion of world peace will be different, as one will never consent to become entangled in European diplomacy, and the other is resolved to pursue a policy of active co-operation with its European neighbours." That very definite pronouncement does not suggest that Mr. MacDonald has been able, or has even attempted, to induce America to look more favourably on the idea of linking up with the League. We may regret the United States standing out and regard it as a mistake, but nothing is to be gained by entertaining hopes based on mere surmise.

Interport Cricket.

The brief sketches given yesterday, disclosing the cricket qualifications of the players selected to represent Malaya in the triangular tournament next month, promise a tremendous fight for honours. Malaya is definitely out to secure revenge for the heavy defeats inflicted by Hongkong and Shanghai two years ago, and when it is recalled that the invitation was not accepted until it was certain that a representative side could be sent, it may be taken for granted that Malaya's opponents will have to be on their very best behaviour to frustrate the attempt. A notable feature of the Malayan team is that non-European players are included for the first time, though we are prepared to believe that it will not be the last. Evan Wong is a Singapore Chinese batsman and wicket-keeper with a crop of centuries in Club cricket to his credit this season, while Lal Singh is a regular performer for Selangor, and wields both bat and ball to excellent purpose. Strength in all-rounders is, indeed, the most remarkable feature of the side chosen by Malaya. Captained by R.L.L. Braddell, one of the few previous visitors to this Colony, the team is capable of making runs down to No. 11, while every player not only bowls, but is capable in the field. Hongkong will need to pull itself together pretty effectively in the next week or two to hold its own against such formidable opposition. At the moment, the prospects do not seem over encouraging. There is a feeling in the air that too much reliance will have to be placed in the old-stagers, the tried and proven, of the calibre of Dick Hancock, "Tom" Pearce, and Bruce. H. V. Parker has run into form at a convenient time, the Fincher brothers showed capital form with the bat in Thursday's trial, while Owen-Hughes seems to be doing more with the ball. Outside these, however, without inferring that they have already gained their places, discrimination is not likely to prove easy, a dozen players having very strong claims without, at the moment, showing signs of outstanding merit. Incidentally, Shanghai's team does not suggest that they will prove the weaklings of the party, though it will be generally agreed that the eleven from Singapore is most to be feared. In the end, of course, the results matter comparatively little. If we see some enterprising cricket, no matter from which direction it comes, we shall have ample reason to be satisfied.

DAY BY DAY.

A COQUETTE IS MORE OCCUPIED WITH THE HOMAGE WE REFUSE HER THAN WITH WHAT WE BESTOW UPON HER.—DUPUY.

It is notified that all Government bathing beaches will be closed on and after 7 p.m. on Thursday, the 31st October.

It is notified that the Chief Justice has ordered that the next Criminal Sessions shall be held on Monday, 21st October.

The King's Exequatur empowering Senor Enrique Gonzalez to act as Mexican Consul-General in London for Hongkong has received His Majesty's signature.

The forthcoming wedding is announced of Mr. Victor Mayor Hast, No. 4, Cox's Path, Kowloon, to Miss Lily Mabel Collison, No. 22, Shadwell Road, Portsmouth, who is travelling to Hongkong on board H.M.T. Neuralla.

After a violent quarrel with her husband, a Chinese woman, living at Wanchai, disappeared from her home. Her body was yesterday found floating in the harbour, and the construction put on the case is that she committed suicide.

Owing to the sudden bereavement of one of the members of the concert party, the grand concert arranged for 6 p.m. to-day in connexion with the St. Peter's Garden Fete has had to be postponed. It will be held on October 24, in the Cathedral Hall, at 9 p.m.—Adv.

The Governor in Council has authorised as a place to be used as a cemetery and to be known as "Kowloon Island Lot No. 248" the piece of land containing about 14 acres, situated at Ho Mun Tin and shown on the plan deposited and which may be seen in the office of the Public Works Department.

According to the report of the Registrar upon the valuation and report of Mr. John R. Moodie, F.F.A., for the five years ending 31st December, 1927, the Sincere Life Assurance Company's valuation balance sheet, which is based on the Company's balance sheet made up to the 31st December, 1927, shows liabilities \$273,834.43 and assets \$199,160.72, a deficiency in assets of \$134,673.71.

The following is the health bulletin of Eastern ports for the week ending October 5, figures in parentheses indicating the number of deaths. Plague:—Tamatave 2 (1), Alexandria 1, Port Said 1, Bombay (1), Rangoon (1), Saigon (1), Calcutta (12), Tuticorin 2 (1), Bangkok 1, Pnom Penh 5 (5), Shanghai (2), Smallpox:—Barbora 1 (1), Bombay 5 (4), Calcutta 5 (4), Coochin 3, Karachi 6 (3), Madras 28 (3), Moulsmein 1, Batavia 2 (1), Macassar 1, Samarinda 9 (1), Pnom Penh 1.

EXCHANGE RATES.

	London, Oct. 11.
Berlin	20.40
Stockholm	18.14 1/2
Copenhagen	15.21
Oslo	18.20 1/2
Vienna	34.62 1/2
Prague	163 1/2
Helsingfors	133 1/2
Madrid	32.75 1/2
Lisbon	108.25
Athens	375.
Bucharest	818
Rio	57 1/2
Buenos Aires	47 3/12
Bombay	1/5 27/32
Shanghai	2/2 1/2
Hong Kong	1/9 1/2
Yokohama	1/11 17/32
Silver (spot)	22.15/16
Silver (forward)	23 1/2

—British Wireless.

PRETTY CATHEDRAL WEDDING.

MR. R. W. RITCHIE AND MISS NANCY RILEY.

A very pretty wedding was solemnised at St. John's Cathedral this morning when Miss Nancy Riley, the elder daughter of Mr. Robert Riley, of Blackpool, Lancashire, and Ceylon, became the bride of Mr. Richard W. Ritchie, son of Mr. Richard C. Ritchie, of St. Albans, Herts. The Very Rev. Dean Swann officiated.

The bride, who was given away by Mr. Bernard Thorpe, looked charming in a gown of ivory ring velvet with a veil of embroidery tulle and a coronet of orange blossoms. Her shoes and stockings were of white satin, while she carried a bouquet of white roses. Miss Patey L. Kerr, attended as bridesmaid, and was attired in Princess Mary blue taffeta trimmed with silver lace with silver shoes and blue hat. Her bouquet was also white roses.

The duties of best man were discharged by Mr. A. E. Charman. Subsequent to the ceremony at the Church a reception was held at St. George's Hotel, Kennedy Road. The bride's going away frock was of patterned blue crepe de chine. She wore a beige silk straw hat.

THOUGHTS ON GREEN.

[The Colour of Joy and Gladness.]

There are doubtless many learned folk to whom green is a specified number of vibrations of the luminous ether per second. I meet with some of this kind occasionally but cannot say that I find their conversation particularly inspiring—which may or may not be my own fault. I only know that I am soon irretrievably lost in the maze of their learning. Especially when they broach the relationship of light and sound do I find myself overwhelmed by their profundity. Just why one series of vibrations should produce light with its sevenfold constituency and another series produce sound I have so far failed to fathom. Would the colours, now, if they were suddenly to change their respective rates of vibration, become other hues of the spectrum or would they by any chance become invisible but audible?

This is, I must admit, on the order of what my seven-year-old neighbour scornfully terms a "ally question"; it is irrelevant, irrelevant, immature, all that it should not be; yet it is a fair sample of my cerebration in the presence of a savant. I can only flounder among the unfamiliar and the unfathomable terms of his discourse. Moreover, when I must think of any colour as so many billions of vibrations per second I can take no pleasure in it. Well might such a demand destroy the poet's "summer dream beneath the tamarind tree." Even Marvell, I daresay, would have found his serene task of "annihilating all that's made to a green thought in a green shade" somewhat disturbed thereby.

Now, the spectrum I hold to have been designed not for mystification but for delight; and of its bright components I must maintain that none confers more pleasure—provided it may be pursued sui generis—than the one we call green. As to whether its central position between the infra-red and the ultra-violet signifies age and importance or quite the opposite or indeed nothing of either, I am somewhat dependent on the savant—though not wholly. If he should declare it to be the eldest of the sacred seven, the first of all the colours to evolve, I should hardly be surprised neither should I demur, age being as honourable in this instance as in any other.

Certainly it is most pleasing to notice that on creation morning before the skies had yet assumed their wanted blueness or the mists had ever responded to the rosy touch of the sunrise—there being as yet no sun according to Genesis, or any bright yellow buttercup—the alleged ancestor of all the flowers—had opened, green was "Let the earth put out verdure," commanded the Creator on the memorable third day. Therefore when the sixth day arrived and all was pronounced "good" and "very good" the earth was clothed in green. The first human thoughts were attended by a "green shade."

That this eldest of the colours, as I capriciously regard it, is used so lavishly by the artist hand of nature causes it to be ranked as the most common of its class; however, we should not fail to consider that this very generous use marks it also as the most loved.

Assuredly no other hue appears in such variety of combinations; unto each plant, vine, shrub and tree its own particular shade, and each one enjoyable and well-nigh inimitable; unto bird, butterfly, moth, insect, reptile, fish, stone and water still other distinctive and matchless tints. When it is time for the garish pageant of autumn leaves, the reds and the yellows are introduced very deftly and gradually among the greens and well tempered with the browns as the season advances. The nother portion of the spectrum, indeed either of the extremes, calls for judicious handling, you see; excessive use of these colours is carefully avoided as something not desirable; they seldom occur in masses; when they are used extensively as in the dawns and the sunsets they are qualifyingly fleet, evanescent.

But green, green, is safe to be used with abandon; there is no such thing as "too much" of it; the eye can and does delight in it without surfeit. Who would ever tire of green forests or green pastures or find any fault with them? Though the colour is but rarely to be seen in the sky, that peculiar tint which I behold daily in my cabages—brushed with the most delicate of bloom—would be in my estimation no unworthy substitute for the familiar blue abys; whereas azure forests and meadows seems hardly desirable, even in the name of reciprocity.

In green there is joy and gladness, perhaps not the degree of exultation that the Orientals profess to find in red, but nevertheless a feeling of pure delight. It has no association with melancholy moods as evinced by the writers of popular (blue) melodrama. It is uncontaminated by

thoughts of vulgar (yellow) journalism. The only form of degradation known to it passes in common usage as a sort of humour and is conducive to smiles; it conveys no insult surely. For it is not green the colour of growth and fertility, of summer, the season in which these most abound? Though it is over-related to the period of the earth's greatest warmth it remains a symbol of coolness, shelter, retreat. It speaks to us of gardens, those lovable spots wherein mankind is continually trying to regain his first home, the dear Eden with its refreshing lawns, and streams and trees. When we were very young even as Christopher Robin, we knew that a garden without its trees was not like a garden at all. To separate the one from the other is wholly unthinkable. However gay and fragrant the blossoms, it is, after all, the verdure that sustains and comforts and lingers when the retreat is seen only in retrospect. Yes, green is the colour of gardens as it is of lawns, meadows, parks, forests, oases, islands and all such blessed refuges cherished in song, legend and story. It was a logical step that caused it to become the acknowledged colour of romance which is but another form of retreat along with the ballad and the pastoral and a few other poetical patterns. Right well did the merry men of old choose to wear the livery of the trees when their abode was the good greenwood. What an anomaly is "hunting pink"! how lacking in courtesy and significance!

Though blue because of its position in the skies is habitually referred to as the colour celestial, green is hardly less sacred in its associations. It is the consecrated colour of Peace as the olive branch has ever attested. It is the colour of Friendship, Love, Constancy, Remembrance. It has a place in all human longings, aspirations, dreams of the hereafter. Almost all the Paradises ever imagined by men have reproduced the familiar hill and dale of earth.

Beyond the "pale marge of Acheron," Virgil assures us, are greenward and groves. Green are the Elysian plains that know neither storm nor snow nor rain, but eternal summer. Green is the island valley where Britain's Arthur waits his second coming, green the happy hunting grounds of the red-man, green the promised Swedenborgian garden. Even the Gan-Eden with its jewelled walls and chambers has its valleys of water with innumerable species of roses and myrtles for the delight of the righteous.

And so I might continue adding phase after phase to my meditation in the shade of the mighty maple that overlooks freshly-clipped lawns and meadows, emerald cornfields and darker green woodlands, all of which have been a part of my daily bread this pleasant summer through. Precious as the other colours are—and I could say much for each and every one of them—they seem less essential, less integral to the sum of my season's happiness. Take away green and what remains? That is doubtless why it is removed as subtly from the landscape when autumn comes, yet never wholly, for the evergreen trees and shrubs ever remain.—F. H. in the Christian Science Monitor.

WHO WAS—? PISTOL.

A very doughty fellow was Pistol—in his own imagination. The rest of the world, it must be confessed, did not hold him in such high esteem, for he was a bully, a braggart, and a coward.

Ancient to Sir John Falstaff, Pistol rants his way through no less than four of Shakespeare's plays—both parts of Henry IV, Henry V, and "The Merry Wives of Windsor."

In Henry V. a complete exposition of his unworthy character is given by his own boy assistant, while the wind is taken out of his sails in a thoroughly satisfactory manner by Captain Fluellen, the pedantic but warlike Welshman.

Pistol eventually marries Dame Quickly, the hostess of the Eastcheap Tavern, who was treated so shabbily on occasion by Sir John; and the one redeeming feature of the braggart's life was that he treated his wife kindly.

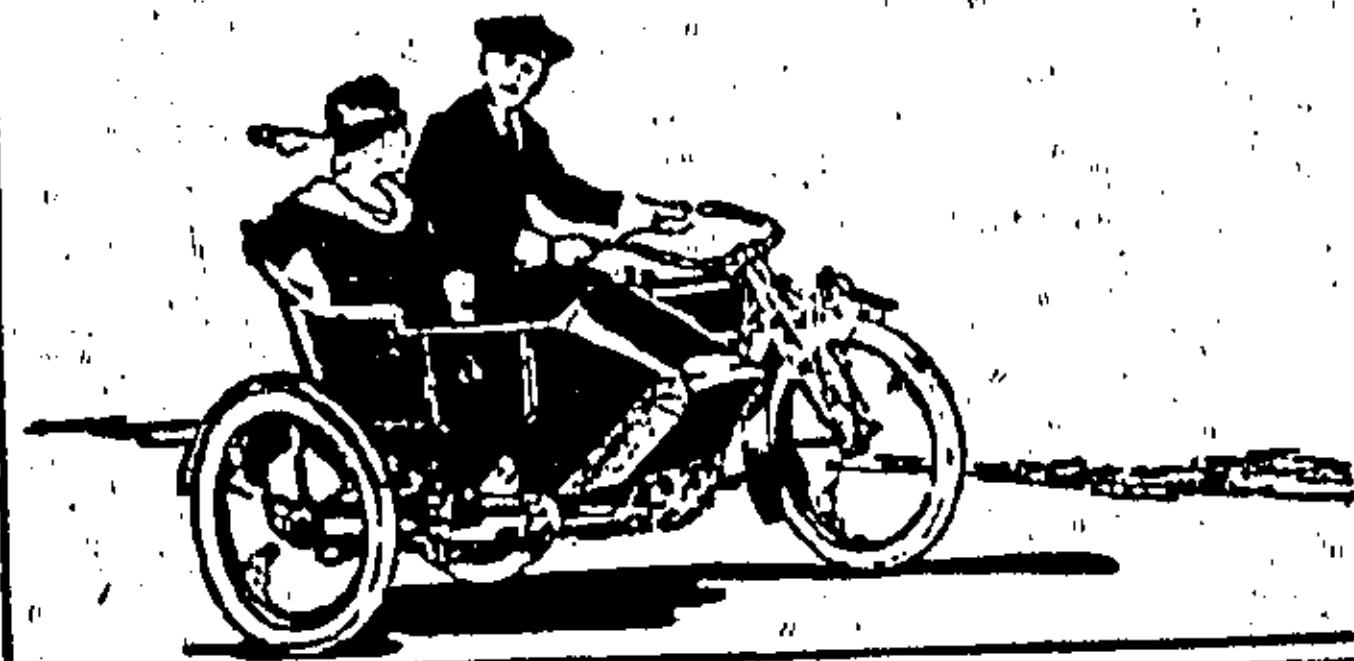
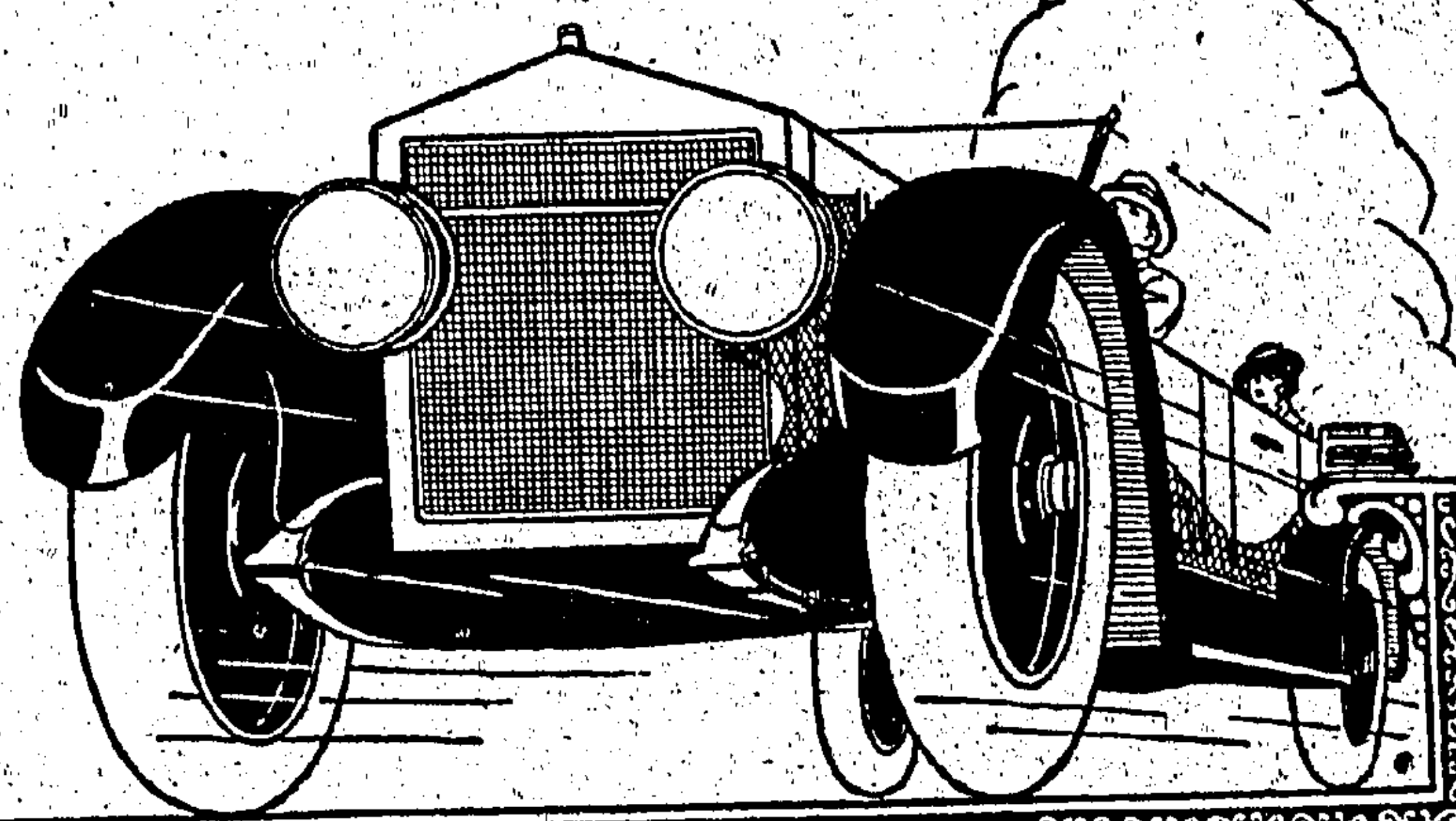
The conferrers of Pistol, Nym and Bardolph, were both hanged; but the ancient himself, though he richly deserved the same fate, managed to die a more respectable death.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH

SATURDAY, 12th OCTOBER, 1929.

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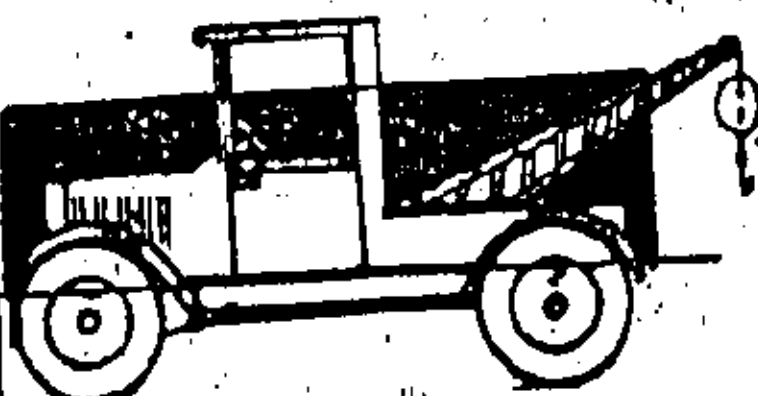
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WHO'S TO BLAME.

Owners' Liabilities.

FRIENDS WHO DRIVE.

In law, the ownership of a car involves many responsibilities. The legal view is that the owner is at all times responsible for his vehicle, even when some other person is driving it.

Recently, in the U.S., a motorist had to answer a charge of manslaughter arising from an accident caused by his car when he was not driving it but was sitting beside a friend who drove.

Although the law in New South Wales is not as drastic as this it brings home to an owner liability for damage which he might not actually have caused. In civil law, in the U.S.A., an owner is responsible for damages in an accident caused by his car if a friend is driving it while the owner is a passenger. In criminal law he cannot be charged with manslaughter in the same circumstances, though he may be called to answer a charge of being accessory before the act if he has aided or abetted any improper driving or breaking of traffic regulations, which may be a contributing cause of the accident.

The owner's duty at all times is to control the driver, and he is held liable for his negligence. Thus an owner who was sitting next to a probable purchaser who was driving the car to test it has been held liable for the intending purchaser's negligence. But if the contract of sale had been completed, the purchaser would have been liable even though the vendor was driving.

In another case, the widow of a friend who was killed in an accident to a car which was being driven by a friend of the owner recovered damages from the owner.

NO FEAR OF FAMINE.

If Oil Supply Fails.

PETROL SUBSTITUTES FOUND.

Although there is no danger of a motor fuel famine through exhaustion of the world's supply, fuel research experts in the United States have been concentrating on the production of synthetic petrol.

If the present supply of crude petroleum were drained, enough substitute fuels could be produced to keep pace with the consumption.

Besides finding a petrol substitute, research in this direction has had many other useful results. The foremost of these is the production of "anti-knock" petrol and great improvements to fuel generally. Scientific developments in the conversion of coal to liquid fuel have exceeded all expectations in Europe, as well as in U.S. In Germany a plant for treating coal is producing 20,000 tons of methanol, and 120,000 tons of crude oil annually, and another has been installed for producing fuel from tar.

"GOLDEN ARROW."

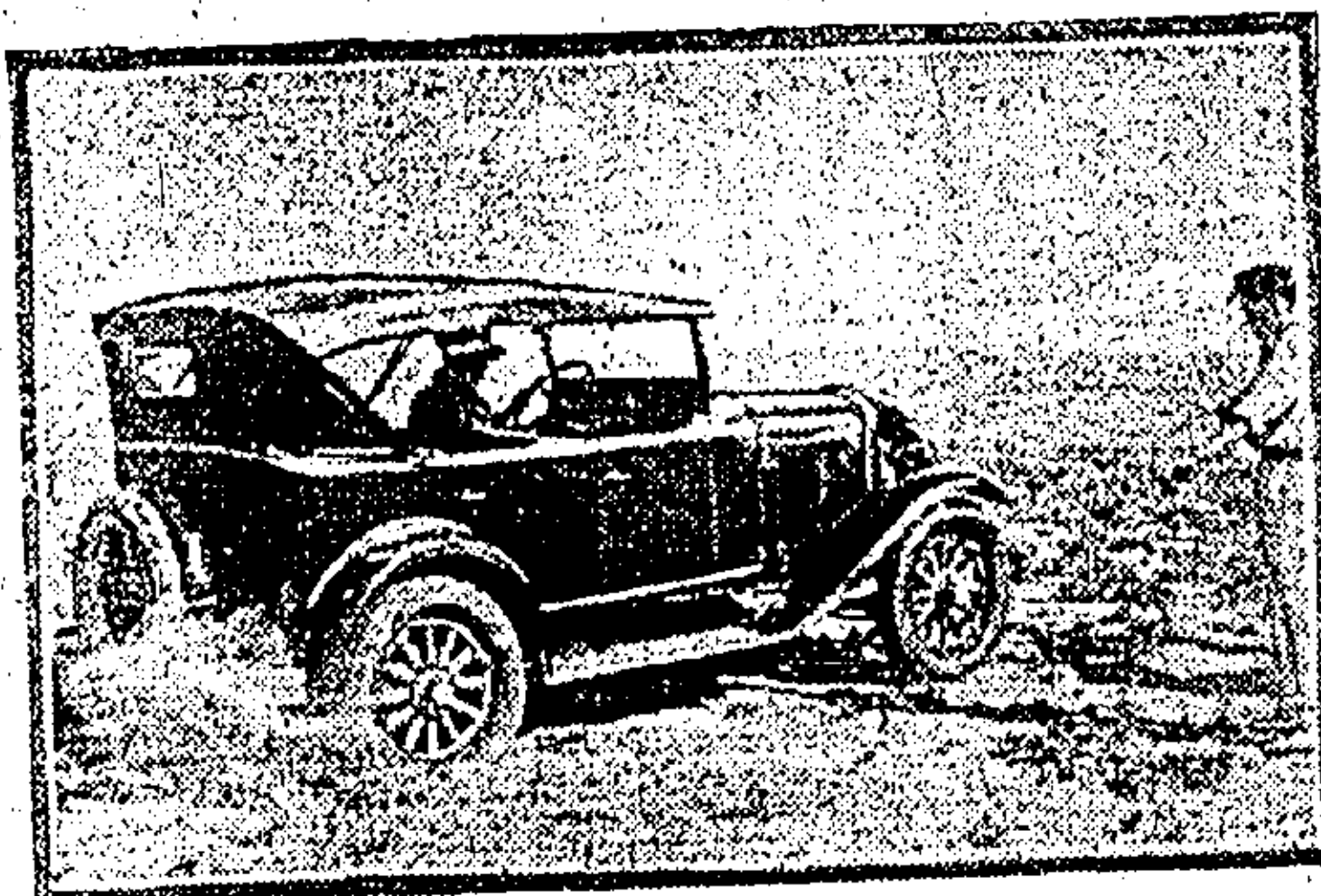
Exhibit in N.Z.

The "Golden Arrow," Sir Henry Segrave's famous speed car, has been shipped to New Zealand.

It will be shown at the British Motor Car Exhibition, which will be held at Wellington soon.

CHEVROLET'S GREAT PERFORMANCE.

From Kingston to Port Royal.



The Chevrolet that made a record run from Kingston to Port Royal, Jamaica, found this part of the trip very difficult.

A stock model Chevrolet recently made the trip from Kingston to Port Royal, Jamaica, a route never before attempted by automobile.

Port Royal is at the end of a long narrow sand spit which consists of low shifting dunes bordered on its inner side by a strip of mangrove swamp that forms the barrier of Kingston Harbour. It is the old home of the buccaners and pirates in the West Indies, once reputed as the richest and most wicked city in the world.

Toward this historic goal, a Chevrolet set out with six passengers. Arriving at Harbor Head, the party left the main road, turned south to the so-called Palisades and rounded the summit of the harbour without encountering any serious difficulty. Again turning south, they chopped their way through the mangroves, and after covering 150 yards of very heavy sand, made for the outer shore.

For some distance it was possible to proceed along the ridge which offered precarious traction but which was preferable to the loose sand on either side.

Suddenly this comparative firmness gave way to sand on which it was almost impossible to walk without sinking and there the car could proceed only a few feet at a time, under enormous strain to every part while its former passengers shovelled the loose sand from under the sinking wheels.

Some distance farther it was decided that the sea-pounded beach would provide safe ground and was no longer too steep to prohibit driving. The car turned down the grade and ploughed its way to the beach, proceeding parallel to the water with one side in the sea.

and five of the party standing on the opposite running board to counteract its rakish list seaward.

All went well until they approached Plumb Point Light House where the sand suddenly gave way and the Chevrolet slipped in the breakers. Before anything could be done the undertow had caught the car. Still it continued to run, making noticeable headway. Its driver took a desperate chance, not only of swamping the car but of turning it over.

A great deal of wreckage had been strewn along the strip of coast and added to the perils of driving. Boulders were encountered which caused dangerous skids and delivered terrible blows to the exposed mechanism on the underside of the car.

When Rocky Point was reached it seemed impossible to continue, owing to the large concrete buttresses from the Fort that ran far into the water. The first of these was taken at a speed of 20 miles an hour, the car charging over a four-foot mass of masonry on a bed of sand which had been piled to form a crude runway. The next three were rounded on the heaviest side in a rush to avoid the heaviest waves, although the car was thrown from side to side by the surge of the sea.

After plunging through a stretch of brush and bramble, the party reached the track of a light railway where the car was driven into the exposed ties of the road bed and bumped its way into Port Royal. It had been successful in an epoch making run, and once more established Chevrolet's supremacy as a product of great endurance and ability.

POINTS OF VIEW.

"A London coroner expressed the opinion that reckless pedestrians should be fined if injured by motor-cars. He received hundreds of anonymous and abusive letters. Some of the letters might have been

"Most dignified and noble sir: The words of wisdom that you utter Make spasms of hope within me stir,

So joyed I am, I almost stutter In heaping praise upon your head. For I'm about to cease from driving Because of slow and almost dead Pedestrians who're always striving To kill themselves beneath my car. My nerves are wrecked, my pocket drained,

I'm almost classed as addle-brained, But hope returns—or very nearly. Again I thank you. Yours sincerely—

"Dear Sir: I claim the right to walk On any street just how I please, And you have not the right to baulk, Curb, halt or hinder liberties So dear to every British heart. You should, instead, attempt to bar

From streets long-hallowed by our feet. This evil-smelling upstart car That tries to maim us. Yours, with heat—

"I'd like to see you, full of goat, Attempt to cross a busy corner. Just tell me when, I'll be about. I'd love to see you flattened out. You'll have, at least, one happy mourner."

"You must be a callous and horrible man— The kind that no woman can trust. If Sydney should practise your nasty old plan, I'll move out to Bourke in disgust. I've met such nice fellows through being knocked down. Why should I be careful, or shift? You really need laws in your silly old town. To make drivers give all girls a lift."

(Sydney Sun).

CLUTCH SYSTEM.

The Erdelen Patent.

GERMAN'S DEVICE.

A curious system of clutch operation has recently been patented in Germany by Herr Erdelen, in which the ordinary clutch pedal is entirely eliminated. The Erdelen device incorporates the vacuum servo system of operation familiar in connexion with Dewandre and Westinghouse brakes, and the clutch is operated by the accelerator pedal. A rotary valve introduced into the pipework connecting the vacuum cylinder with the engine induction pipe is operated by the opening and closing of the throttle, whilst the piston rod of the vacuum appliance is linked up to the clutch.

The arrangement functions in the following manner:—When the accelerator pedal is at rest, the valve between the induction pipe and the vacuum cylinder is open, and so soon as the engine is started the suction automatically disengages the clutch. First speed can thus be engaged without difficulty, and then a slight touch of the accelerator pedal will cause the car to move off because a small pedal movement suffices to close the air valve and so allows the clutch to engage.

In order to avoid too violent an engagement, two spring-loaded shock-absorber pistons are provided working in small parallel cylinders at the forward end of the main vacuum cylinder. These small dashpot cylinders are hydraulic and not pneumatic in action, being filled with glycerine or other suitable fluid, the circulating speed of which may be governed by a needle valve regulated from the exterior.

The Erdelen system embodies certain refinements which are of importance, as, for instance, the possibility of using the engine as a brake. With a contrivance such as this the car would normally freewheel when descending a slope, a state of affairs which is

ITALIAN BLACK-LIST.

Foreign Car Ban.

CLUB'S DRASTIC ACTION.

In order to check the importation of American cars into Italy, the Italian Automobile Club proposes to issue a blacklist of members who buy any but Italian cars.

This direct action is the outcome of the idea that Italian cars are the best in the world, and is no doubt inspired by the best patriotic reasons. But what would happen to the motor industry in Italy if other nations followed suit, and blacklisted all buyers of Italian cars, is easily imagined.

SPEED KING.

Joins Motor Company.

NEW BRITISH "EIGHT."

London, Tuesday. It was announced at a luncheon given by Hillman Motors, Ltd., recently that Sir Henry Segrave, the holder of the world's motoring speed record of 231.35 miles an hour, was now associated with the company which had also obtained the services of Captain Irving, the designer of the Golden Arrow, the machine in which the record was made.

It was also announced that a "straight eight" car is now a marketable proposition.

not always desirable. In order to avoid this, particularly long slots are arranged in the yoke which moves the throttle lever. As a result, the accelerator pedal may be depressed sufficiently to open the air valve and engage the clutch before the throttle commences to open.

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CHRYSLERS ADD NOVEL FEATURES.

Power—Comfort—Economy.



Interior of the Chrysler 77 sedan, showing the use of the same motif from dash to back. Back seat has a folding arm rest in the middle.

[By Israel Klein.]

Detroit, Sept. 3.—An entirely new line of Chrysler automobiles is being presented to the motoring public to-day.

The new line consists of three types—the 66, 70 and 77—which replace the present 65 and 75 series. Prices of the new models will range from slightly below that of the 65 for the new 66 to a little above that of the 75 for the new 77, while the 70 will stand between the 65 and 75 in selling price. The higher priced Imperial 80 continues without change.

Far more important than the price range, however, is the long list of improvements made in the new automobiles, especially the 70 and 77. These improvements include not only mechanical details, but the general size and appearance of the bodies.

A list of the important changes to be seen on the 70 and 77 series, for example, includes:

Motor Power Increased.

1. Multi-range gearshift, which is a four-speed transmission on a new and simpler sign than previous types.

2. Larger, more powerful motors.

3. Downdraft carburetor, embracing a new and improved principle of fuel supply.

4. Silent meshing internal gears for the two last speeds.

5. Wider rear tread, affording roomier bodies.

6. Sturdier wood and steel bodies, all steel welded into a unit.

7. Larger rubber spring mounts.

8. A newly-designed body in both interior and exterior appearance.

Four-Range Transmission.

Outstanding among these improvements are the new transmission, the new type carburetor and the body itself.

The Chrysler transmission is so designed that, while it actually has four speeds, it can be operated much like the present three-speed types. The first or "heavy duty" speed is really an emergency shift, which is made by the pressure of the gear shift lever against a spring toward the steering wheel. It is used only for hard pulls in mud or sand and rarely will be resorted to by most drivers.

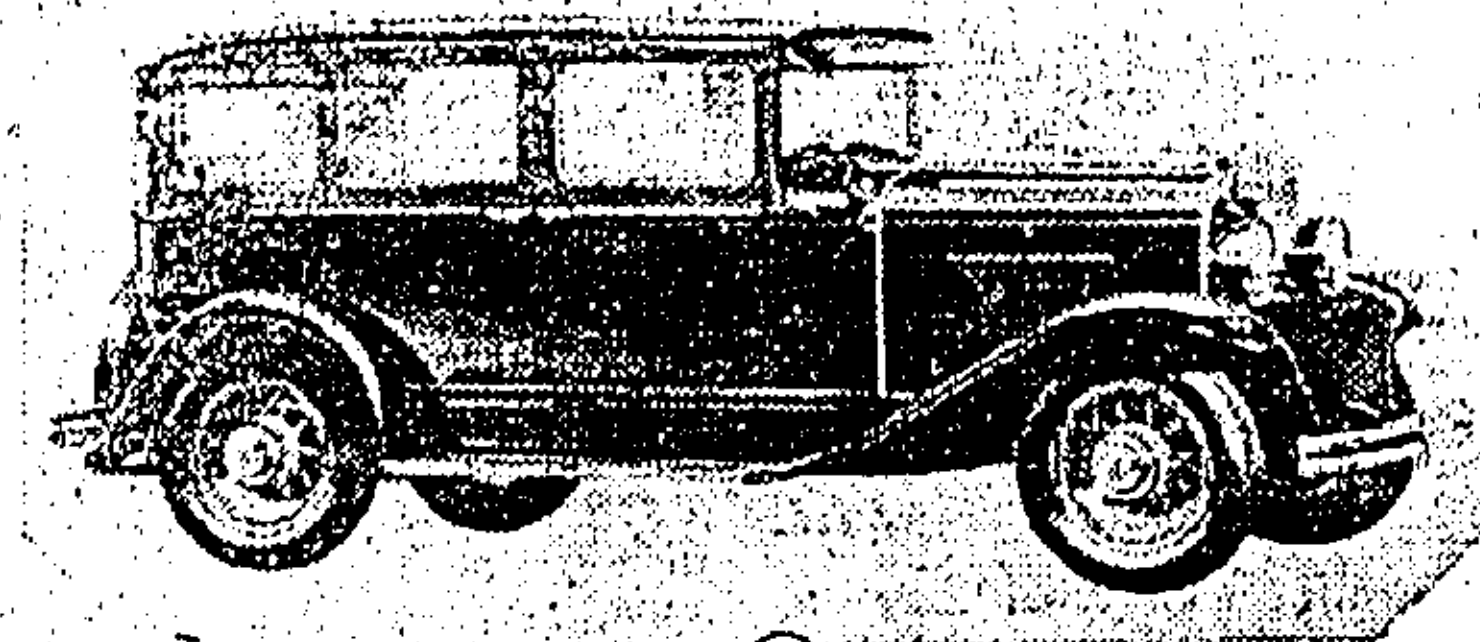
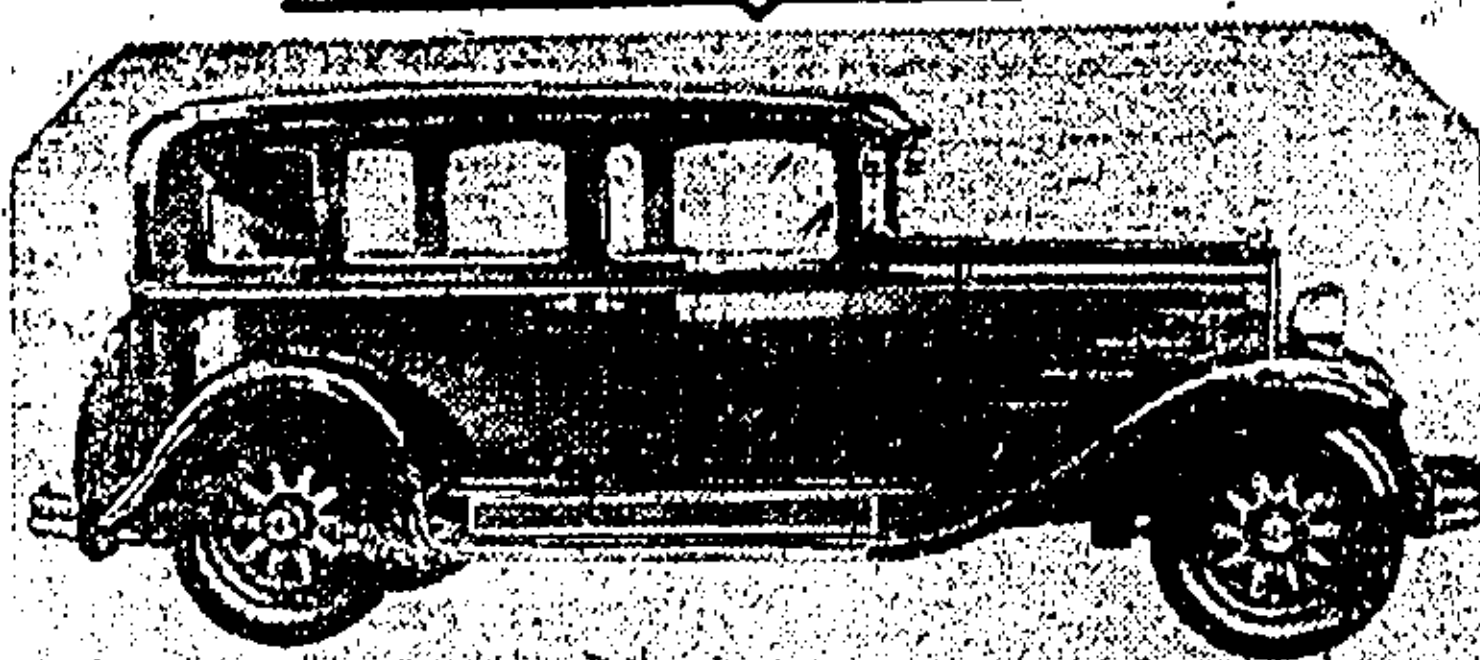
The actual first speed, which is called "stirling" speed, is in the same position as the first in three-speed transmissions. Then comes the "accelerating" speed and finally the "direct" drive. An internal gear drive for the last two speeds is so constructed that the car runs practically noiselessly in these two speeds. Shifting is immediate, with no hesitation at neutral.

Shifting from direct to the lower ratio can be done at any car speed without harm to the transmission, thanks to the internal drive.

The advantage of the four-speed transmission is economy, above all, besides smoother riding, better pull on hills and quicker pickup in traffic. Aiding this unit is the new type down-draft carburetor, another innovation in motoring.

Down-draft Carburetor.

This carburetor is so constructed that the fuel mixture is fed downward into the manifold, rather than being pulled up by the intake of the engine, as in the types most in use. The result is that gravity enables a more positive fuel feed and therefore more complete use of the entire fuel



Two of the new Chrysler models the 77 royal sedan, above, and the 66 royal sedan. Only the double-winged radiator cap seems to be a holdover from the previous models.

mixture. Greater economy from this system is the great advantage. It enables the motor also to exert more power at less expense.

Outstanding in the improvements of the body are its firmer construction and its greater size. The construction is such that the entire steel body work is welded into one piece. It reinforces the wood frame so that a sturdier and more durable automobile results.

The rear tread of the Chrysler 70 and 77 has been widened two and a half inches, while the front wheel tread remains standard—56½ inches. As a result of this change, the body has been widened three inches all the way to the cowl, affording much more room for the passengers and greater ease at the wheel for the driver.

In addition, the bodies have been lengthened so that an average passenger in the rear can stretch his legs forward without touching the back of the front seat.

Unique Body Design.

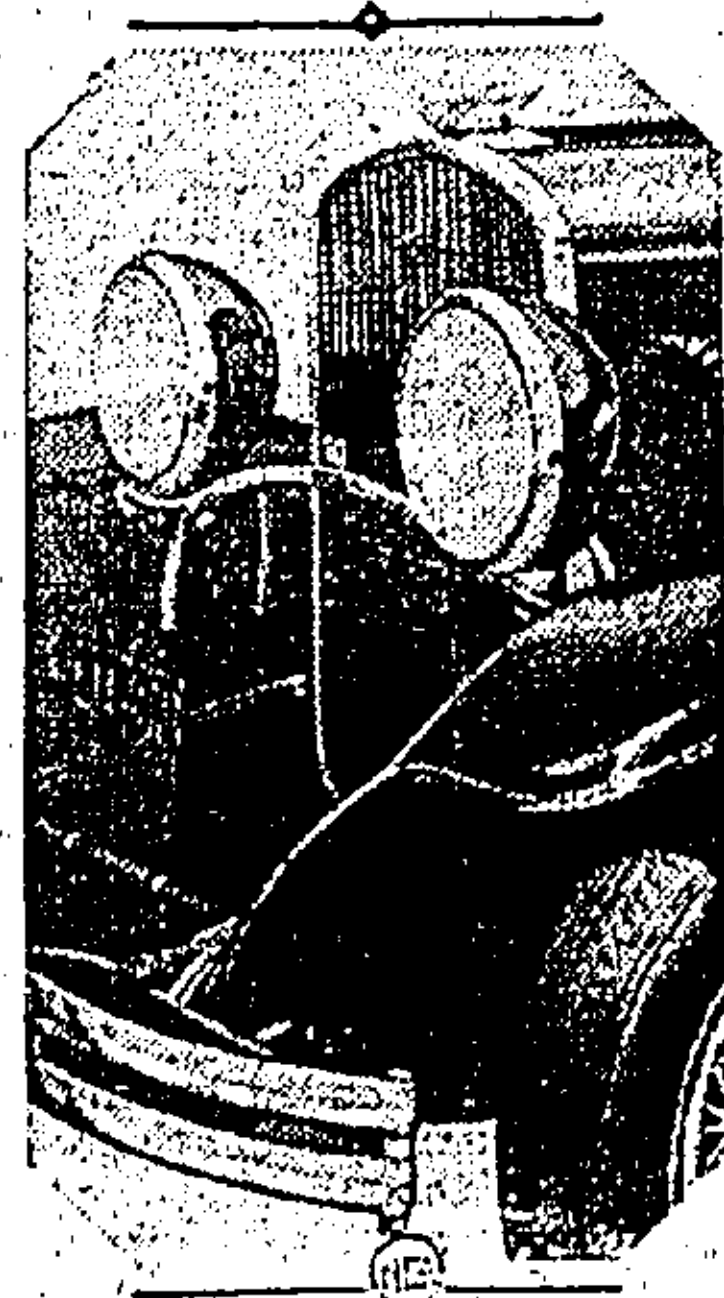
Particular attention has been paid to improvement of body design both inside and out. The pennant-shaped louvers at the side of the hood, the removal of cowl lights to the sun-visor brackets, enlargement of the headlights, broadening of the radiator shell by three-fourths of an inch, adding a chromium-plated strip around the window frames and another chromium-plated band underneath the moulding of the 77 crown sedan, grooving a silvered moulding around the roadster and phaeton—all these combine to produce a totally different and more striking Chrysler than has been in vogue.

The larger-hubbed and sturdier-spoked wheels, with their larger tyres, add a substantial appearance to the car.

Inside, the 70 and 77 bodies show a marked refinement of lines and details. A unique motif of design is carried into every part—all the interior panels, all the metal-work and all the accessories. Even the instrument panel on the dash follows this motif. It is simple, yet striking.

Changes on Small Car.

Two important changes have been made in the new 66, over the



Close-up of the front end of the Chrysler 70. Note the figure 70 on the bowed cross-member in front, a feature of all the three types.

65. These are substitution of a fuel pump for the vacuum tank system and use of spring shackles with rubber bushings—an innovation in the automobile industry.

The fuel pump has already proven its superiority over the vacuum feed system on many automobiles on which it has been in use for some time. It is being adopted gradually through the industry for the assurance it gives of increased positive fuel feed at all times and at all speeds.

The rubberized spring shackle is Chrysler's own. A rubber ring forced by high compression between the shackle bolt and the housing eliminates the need for lubricating this important part of the chassis. These rubberized shackles have undergone life and strain tests that have convinced the Chrysler engineers that they will retain their resilience and effective work as long as the car lasts.

THE MORRIS ISIS SIX.

New British Car for Oversea.

Any new motor production from Cowley is naturally of widespread interest writes a correspondent in the Times. The latest model, known as the Morris Isis Six, has been designed for work in the Dominions, Colonies, and Protectorates. In fact the factory's output, at any rate for the present, is entirely for export.

Morris Motors have not attempted to cheapen the quality in order to obtain a very "cut price." No "popular" model of British manufacture, however good, will be able to compete with American productions if there is too much divergence in the relative prices for machinings of a similar class. At the same time, all over the world a high standard of excellence is expected of British engineering, and Morris Motors have clearly tried to strike the happy mean in this new model by preserving quality yet making the price to some extent competitive. The natural preference of overseas purchasers is undoubtedly in the main for British machines, and there is no doubt that, provided they get quality, a small additional outlay in first cost is now recognised as a good investment. There is no price quoted for the Morris Isis Six for the British Isles but the cost of the saloon complete in South Africa and Australia is about £500. It has been realised that appearance is one of the greatest assets in selling a car, and great attention has been paid in this case to the provision of a low appearance without sacrifice of ground clearance. Moreover, considerable care has been given to obtaining a really satisfactory colour scheme.

The body is an all metal, full five-seated saloon. The coachwork does not just rest on the chassis frame, but the body sides are curved over the sills and thus depth is saved, while strength and a low line are afforded. The body is stated to be practically indestructible and climate-proof, and the makers have realised the importance of adequate ventilation in a car for overseas service. Attention has also been paid to preventing fumes entering the body. The Morris Isis Six has a six-cylinder overhead valve engine of nearly 3 litres capacity, and is of about 50 h.p. The firm is wise in not denominating the car by horsepower rated on the R.A.C. formula, because such rating gives an entirely false impression of the power of the British engine, especially overseas, where such a figure has no significance whatever, except in so far as it creates the belief that British cars are underpowered.

The cubic capacity and the brake horsepower are the real guides, and they should always be considered when comparison is being made with American engines. The water circulation is helped by a pump, and there is a fan. The old idea, spread by rivals, that the British engine was insufficiently cooled for hot climates "has for some time now been proved false. In fact, the danger to-day is that the average British car for home use may be over-cooled. The new Morris has three forward speeds, which is, of course, preferred by all those accustomed to American cars, and these are changed by a central lever. The suspension is half-elliptical, and there are five brakes. The hand brake works on the transmission, and the four-wheel brakes operate on the Lockheed hydraulic principle, which is simple and gives automatic compensation all round so far as the application system is concerned.

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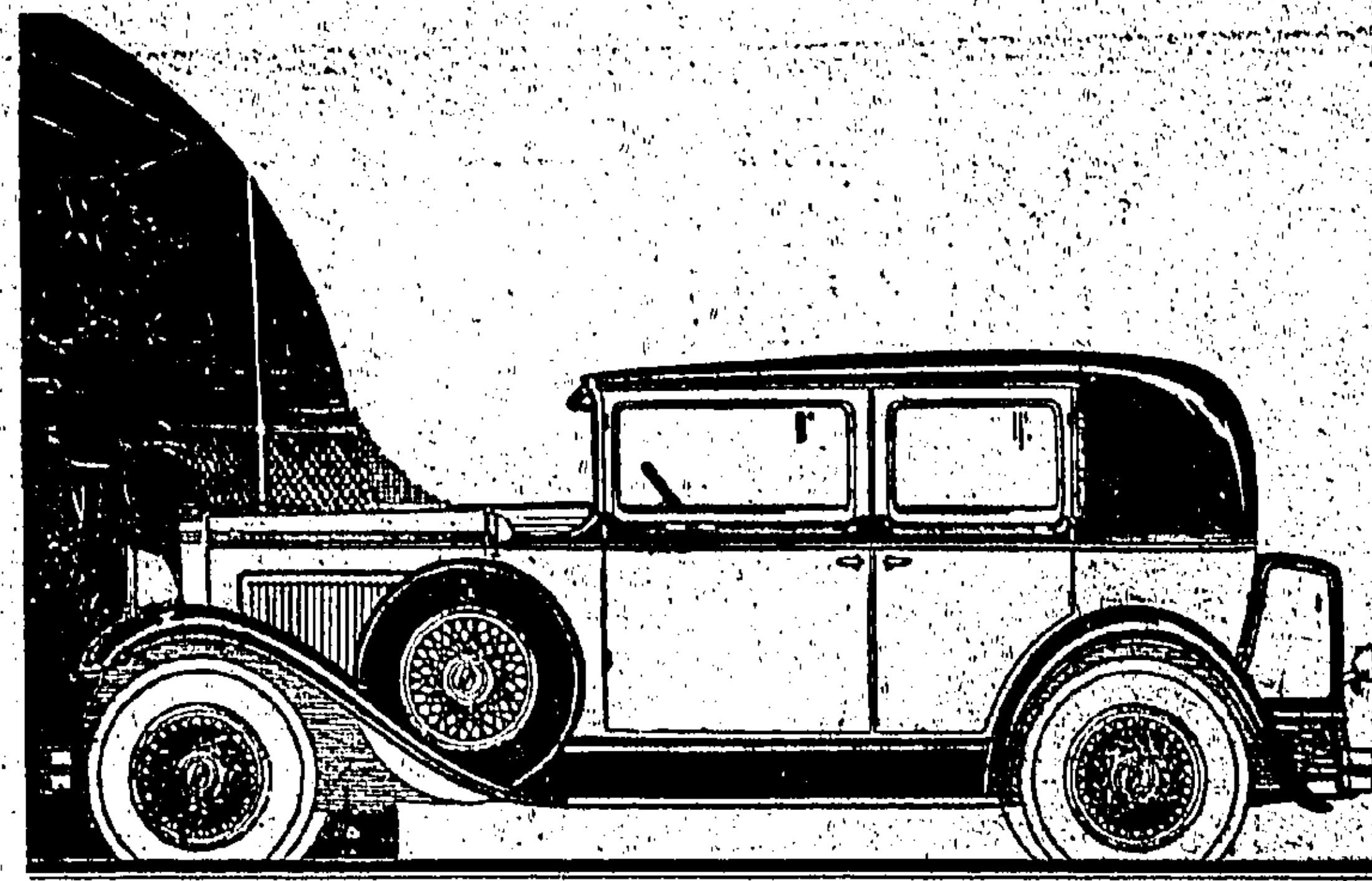
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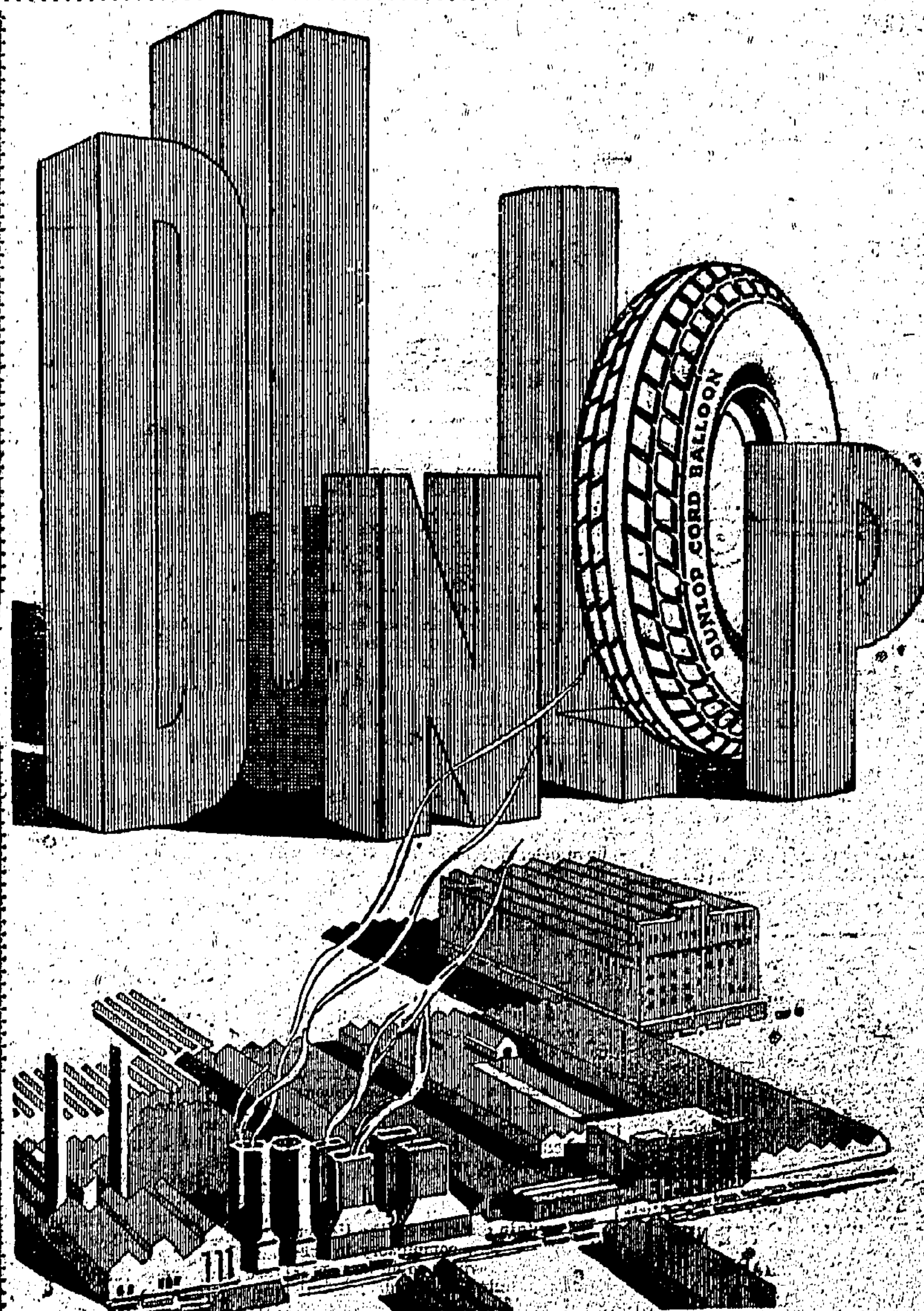
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FATALITY FIGURES.

Chicago, for the first seven months of 1929, showed a decrease in motor fatalities over the same period of 1928. The total in 1929 was 345, as against 423 for 1928. New York's fatalities during the period increased from 569 in 1928 to 698 in 1929.

FINES RETURNED.

Fines imposed on motorists in Glindow (Germany), were returned, owing to the fact that warning notices were not displayed.

More than 94,767 service stations and repair shops in the United States served 258 motor vehicles each during 1928, according to the American Automobile Association.

CURE FOR PARKING.

Detroit police have been using drastic methods to enforce the "no parking rule" in the city. With a \$50,000 fund recently voted, they are towing incorrectly parked cars to "pounds" located in the city. The owners, to reclaim his car, must pay \$5.



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Pictorial Supplement

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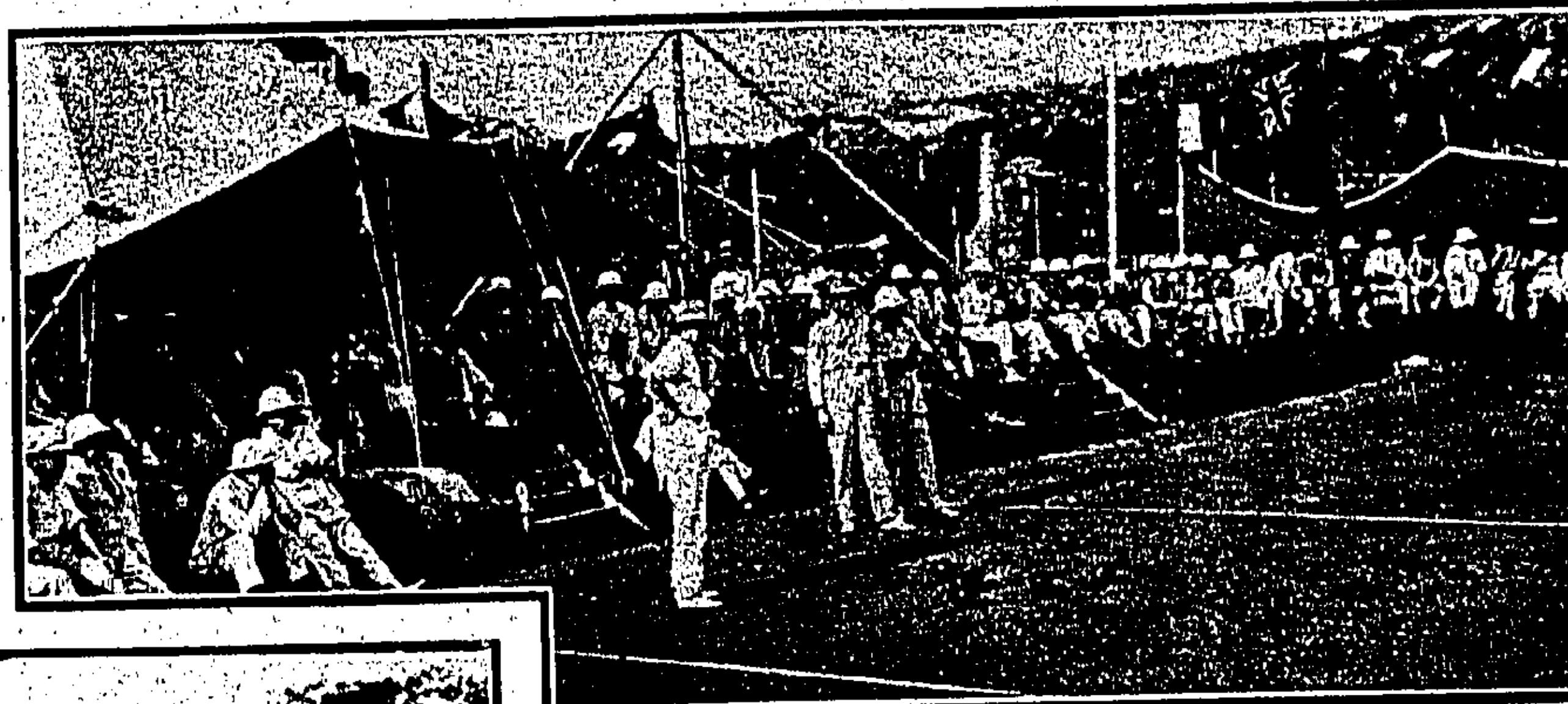
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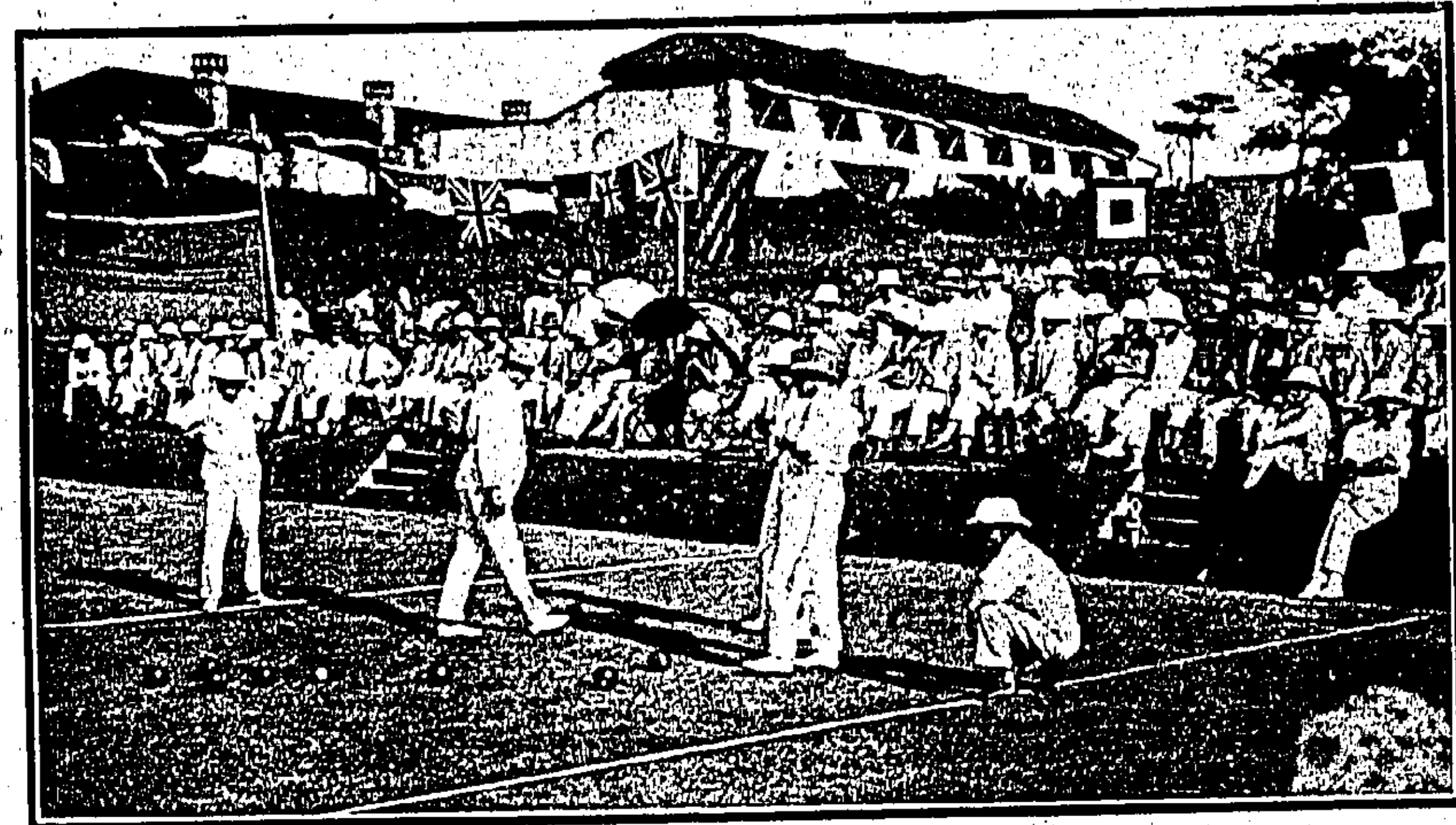
Group taken after the recent wedding, at the Rosary Church, Kowloon, of Mr. S. A. Carvalho, of the Great Northern Telegraph Co. and Miss Leonora Collaco. (Photo: Mee Cheung).



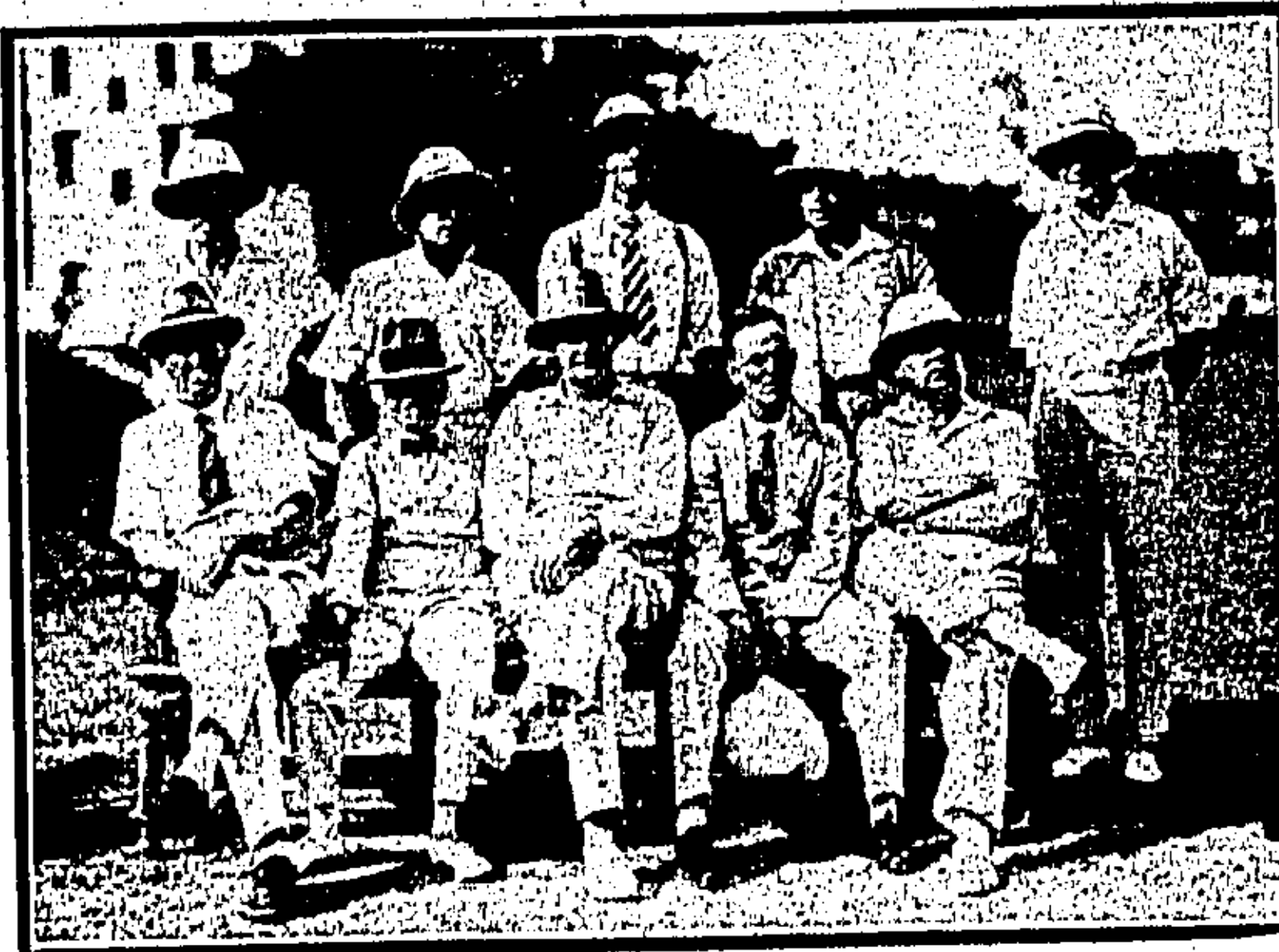
Here are seen the winners of the Senior Class Team Race at the Queen's College annual sports, together with masters. The team is F.C. 3.



Above snapshots show the Interport bowls match between Hongkong and Shanghai in progress. Hongkong won an exciting encounter on the last head. (Photo: Mee Cheung).



This picture gives some idea of the interest shown in the interport bowls match between Hongkong and Shanghai, on the K.C.C. greens. (Photo: Mee Cheung).



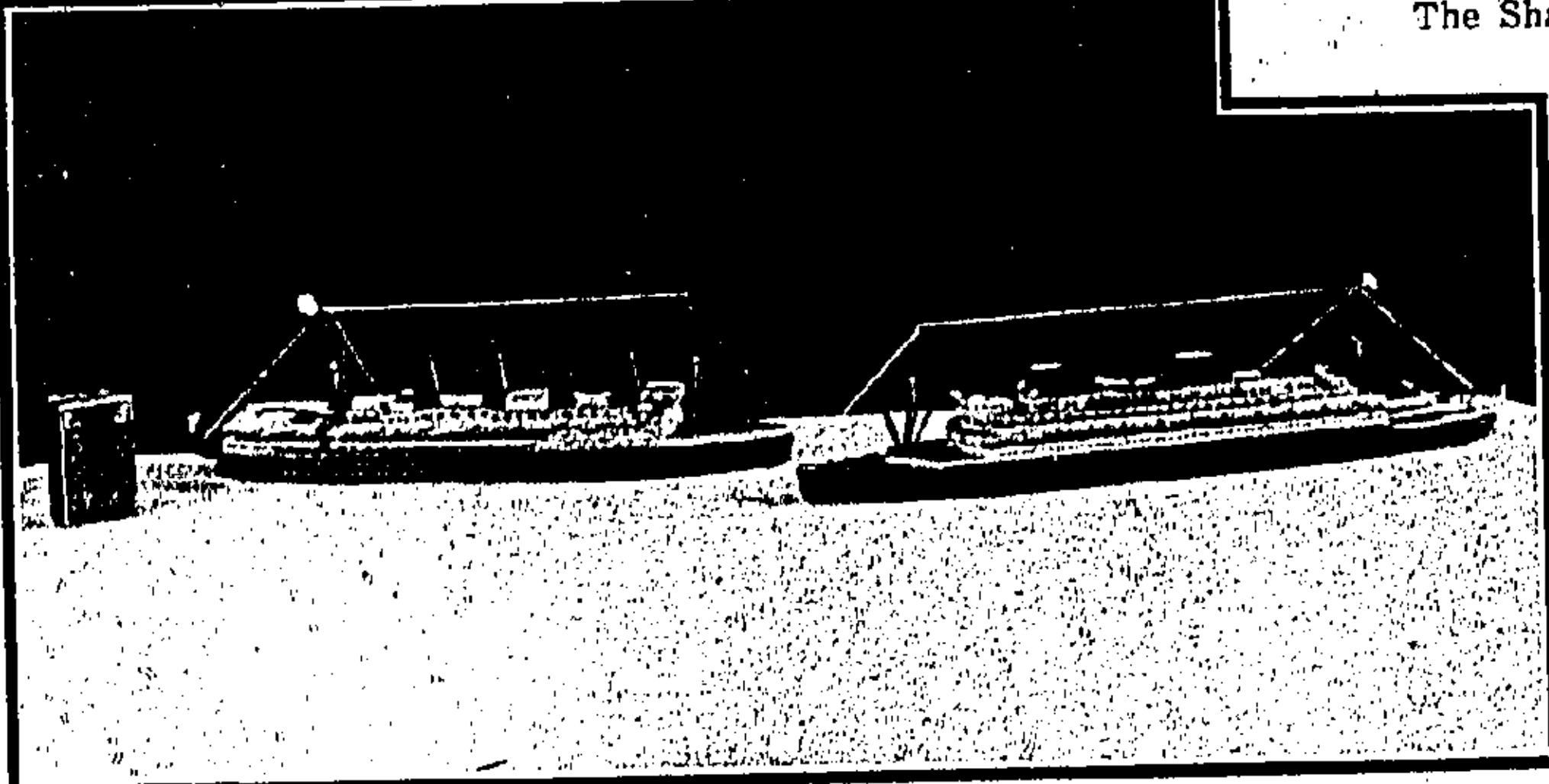
The Shanghai and Civil Service bowls teams. Shanghai won by 29 to 18. (Photo: Mee Cheung).



"The Typhoons" (Col. Brownrigg, Major Wolfe-Murray, Messrs. Heard and Stanton) who defeated the Somerset in the final of the Lady Stubbs Polo Cup. (Photo: Mee Cheung).



Major R. H. Crake, D.S.O., the new Commanding Officer of the 2nd K.O.S.B.



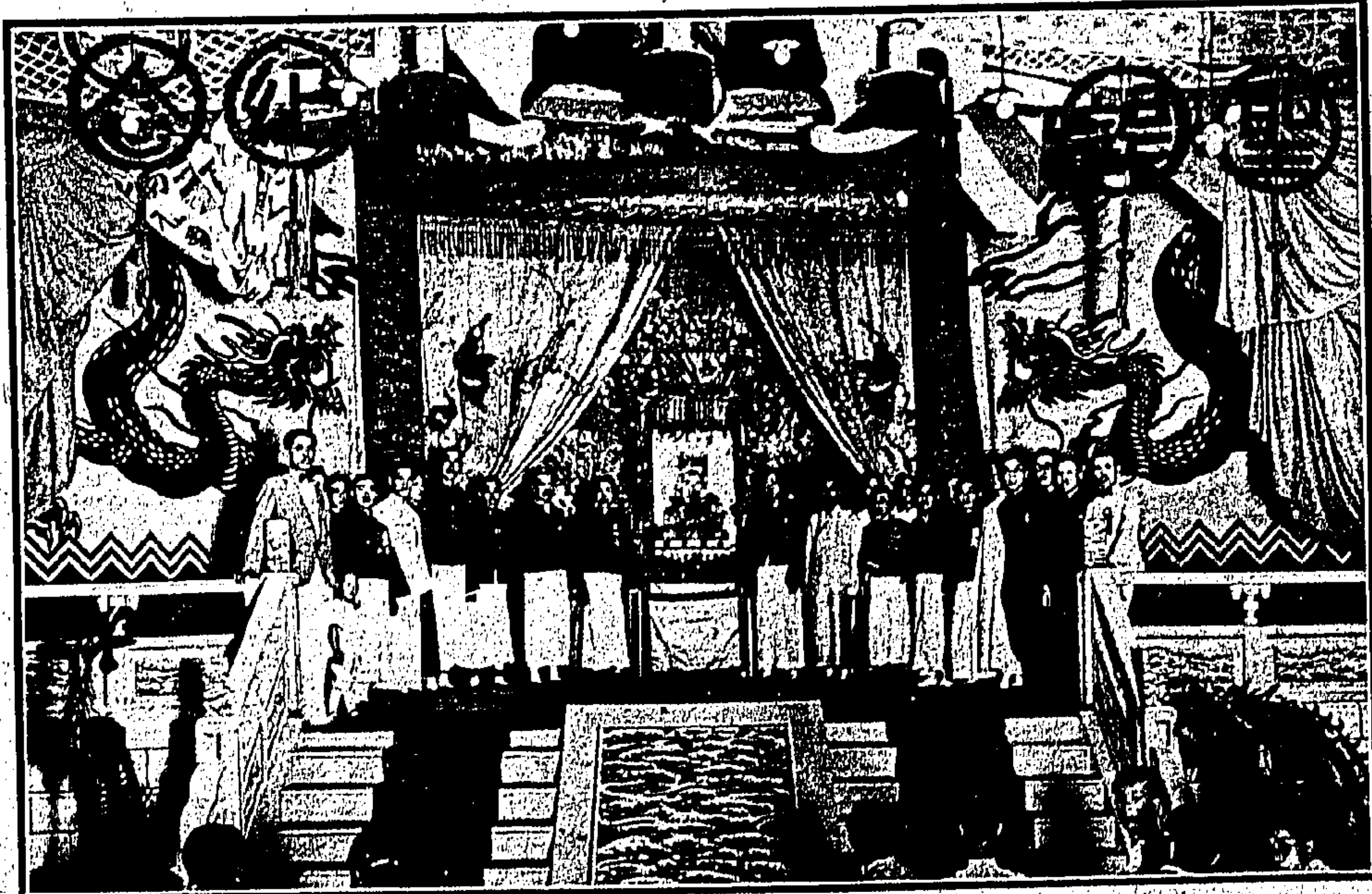
These cleverly-made models in wood of the Mauretania and the Bremen are the work of Jerry Silva, a young Kowloon lad seen on the right.



Jerry Silva, of Austin Avenue, Kowloon, who has shown remarkable aptitude in building models of ships, a hobby which he has indulged in since he was ten years of age. His only implements are a tomahawk and a table knife.



The Hongkong Football Club team which drew with Kowloon in their first League encounter of the season on Saturday at Happy Valley. (Photo: Mee Cheung).



Photograph taken on the occasion of the celebration of Confucius' birthday at the Tai Ping Theatre. Amongst those seen on the stage are Messrs. Li Yik-mui, Lo Chung-kui, Tsang Foo, Tang Shu-kin and Wong Pak-sun. (Photo: A Fong).



A good action picture taken at the football match between Hongkong F.C. and Kowloon F.C. on Saturday, which ended in a draw of two goals each. McKelvie is seen intercepting a shot from Trambitzky (extreme right) in the penalty area. (Photo: Mee Cheung).

IN AN ORIENTAL SETTING.



Dorothy Mackaill, a First National cinema star, is here seen in an effective Oriental setting.

LAURA LA PLANTE.

WANTS TO MAKE TOUR OF THE WORLD.

When she winds up her film career Laura La Plante wants to make an extended trip around the world.

"And then before I get too old I am going to start raising a family," declares the charming blonde star. "When I leave this world I want to leave something behind me and I can't think of anything more worth while than one or two children. They would be more a part of me than anything else."

However, don't get the idea that Miss LaPlante, or, Mrs. William Selter as she is known in private life, has any immediate plans for her proposed tour. She still has three years to go on her present



contract at Universal and after that she should be good for at least another five years, providing she wants to stay in the game that long.

Laura's career has been an extremely steady one—the kind that lasts a long time. She has never made a picture which could be termed sensational. Neither has she ever made a film which was a

WITH CORNWALL'S FISHERMEN.



Cornish fishermen are seen landing pilchards on the harbour shore at Newlyn after transferring them from the trawlers into small boats. (Times copyright.)

ART TREASURE FINDS IN CORNWALL HOME.

ROOM FULL OF RARE WORKS.

"flop." She always brings money into the box office. After all, that is what the producers want; a star who consistently makes some money instead of one who occasionally makes a clean-up. These sensational "hits" aren't always so good for the stars. Their fans are forever expecting them to repeat and that is difficult to do. Consequently they die early, as far as the movies are concerned.

"I have many things which I want to do when I am through with pictures," Laura told an interviewer. "Of course, I have no idea when I will be finished. The public will have a lot to do with that. My one hope is that before I quit I will have a chance to do something really big, something for which the fans will remember me for a long time."

"One thing I want to do is to learn a foreign language. I always have wanted to know some other language than our own, for no reason at all except that I think it would be nice to know. I also want to resume my study of music. I started out originally to be a musician. Then I came into pictures and dropped it all. And, of course, there are the children. I must have one or two of them."

The actress is now making her first all-talking film, "One Rainy Night." And even though a double was used for her in the singing sequences of "Show Boat," Laura can talk. Like many of our

other established stars, she has proven that the microphone holds no terrors for her. She has made four films containing speaking sequences and her voice has registered satisfactorily in all of them.

A short holiday spent in the heart of Cornwall not only gives a rest from noise and rush to one compelled to spend the bulk of his life in London but opportunities to find many curious and remarkable things.

Here in the home of an old couple I have discovered (writes a correspondent of the *Daily Chronicle*) some rare works of art that would delight a collector or a dealer. In one room alone one could imagine oneself in the Wallace Gallery. Besides several small but beautiful pictures, there are some which an amateur would immediately recognise as being the work of a master hand.

One of Samuel Pepys is certainly of the type of Kneller. Another, a country scene, in perfect condition, is probably a Chrome. A fine small picture of an elderly woman handing a card to a man

of about her own age is of the type of Rembrandt and is signed Rembrandt also.

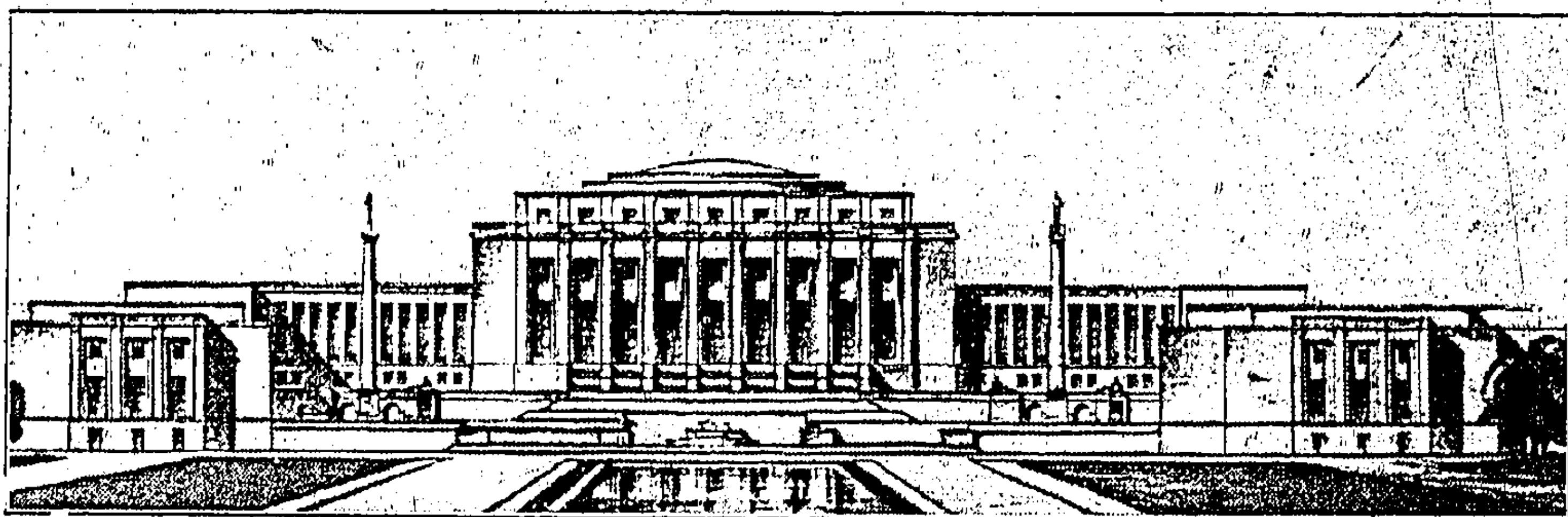
The crowning piece, however, is a fine portrait of Mrs. Brinsley Sheridan. It is certainly a portrait of the same woman whose miniature was stolen from M. Sabin's Gallery, Duke-street, St. James's, a few years ago. One cannot be absolutely sure who the artist was, but it would pass for a Gainsborough, and the connoisseurs who have seen it pronounce it such.

If that is not sufficient for one room, then, to add beauty to beauty, there are a few priceless and exquisite miniatures. Perfect specimens such as could hardly be expected outside a Wallace Collection or the Victoria and Albert Museum.

What a zest to one's short Christmas vacation to discover such priceless gems! Two old people enjoying the company of these wonderful paintings and alone knowing the pleasure of life with them!

The fact that these objects might sell for a large sum has little effect on them. They had "a little thing," so the old man told me, "in the other room, by Sir Peter Lely." Not having room for it with the others it had to be put elsewhere.

It is said that there are few great discoveries in the art world left; yet if one looks with sympathy and understanding they can still be found, and often near to hand.



The final design for the League of Nations buildings to be erected in the Parc Ariens, on the Jura side of the Lausanne road, overlooking the Lake and facing Mont Blanc. The original site was abandoned as there was not room for the Library (see the right), since presented by Mr. John D. Rockefeller, jun. The foundation stone will be laid during the 10th. Assembly of the League, September 7 being the date provisionally arranged. It will be four or five years before the new building will be ready for occupation. (Times copyright.)



Mountain Frontier of France and Italy.—An unusual panoramic view of the Italian side of Mont Blanc which was taken from the Tour Ronde, on the Franco-Italian ridge, which is seen stretching to the right in the foreground. Up this side of Mont Blanc lies some of the longest and most difficult climbs in the Alps, including the Brenva route. On the left in the background is seen the Peteret ridge, with the peaks of the Aiguille Noire de Peteret and the Aiguille Blanche de Peteret. On the right is Mont Maudit and Mont Blanc de Tacul. The Brenva glacier shown on the left was the scene of a great avalanche some years ago, and it is now seriously menacing the village of Entreves, which lies in the valley below. (Times copyright.)

Exceptional Styles for Winter

No Fixed Rules Can Define
The Mode Trend For Next Season



I
A Charming Picture
For a Boudoir Glass
To Frame . . . Pajamas
Of Black and White
Satin . . . Topped
By a Gay Satin Coat.



II
Fashion's Trend Toward Sophistication Means Nothing to This Pert Daytime Frock
With Girlish Lines . . . Navy Blue Satin and Polka Dotted Silk Combine
Amazingly Well, Thanks to the Artistry of Its Creator, Cecile Welly.



III
For a Walk Through a Moonlit Rose Garden
Lucile Paray Suggests This Romantic Gown
Of Enchanting Black Velvet . . . Exotic
Flowers of White Velvet Are Its Trim.



IV
Typically Parisian in Spirit
Is This Year-Round Ensemble
Of Rich Red Silk Poplin . . .
Crepes Lines Its Cool Collar.

TRYING to generalize about winter fashions—trying to reduce them to a few do's and don'ts—is about as satisfactory as attempting to reduce individuals to types. Just as soon as you think you have the system, along comes the exception that upsets everything. There are those who say all skirts are long and all waistlines high and that the straightline is completely passe. Then along comes some French designer, and disregards all the handwriting on the wall, and continues to create short skirts with even hems, and contrive a new waistline by means of a double girdle, and his collection has all the chic and novelty you can desire, without departing from the youthful silhouette. It is well to remember this season, that every woman need not dress like her neighbor. The mature woman does not dress like the flapper—if she has judgment. The stout woman does not need to complicate her life by wearing gowns that accent the place her waistline should be. And the short girl does not need to lose her appeal by becoming lost in draperies or long skirts, and the tall girl does not need look like a lead pencil.

FABRICS are as interesting as line. Nothing is more delightful than the new wool materials, in soft, pale colorings, with streaked, striped or clouded effects, and these are seen to advantage in one piece frocks with short velvet cardigan jackets.

For afternoon, beside the regulation satins and velvet, there are printed and plaid velvets that are a delight to the eye—and these are most amiably set off by jackets of plain wool.

The evening gown of this season may be of satin, chiffon, lace, tulle, panne velvet, lace or a combination of velvet and satin or velvet and tulle.

For sport and also for day wear, Paris likes the frock with two jackets—one long and one short. Both may be worn at once if the weather permits.

IT would seem as if the pajama outfit has reached the height of its development, but each season sees new possibilities in this most fascinating of garments. The latest development seems to be in the cut and the fit, so that a slender line is achieved about the waist and hips—materials cannot be further glorified.

Particularly up to the minute is this model from Chantal, which combines a white satin blouse, black satin trousers, and a "dalmatique" coat, knee length,

of reversible printed satin. The scarf that is wound about the hips and tied with such casual grace is of black lame.

II. AN exception to the mode, all the more charming because it apparently refuses to take the longer skirt and more dignified line seriously, is this afternoon dress from Cecile Welly, which is designed for a slim, lovely girl, and should be avoided by every woman who is out of her teens. Here is an amazing combination of navy blue satin and polka dotted silk in a much lighter shade.

There is positively no rhyme or reason to that cut of the blouse which makes one sleeve a plain blue satin one, and the other a spotted one—but who would ask for logic when such a pleasing inconsistency is presented? The collars and cuffs of white georgette crepe are fitted and outlined with blue scallops.

III. IF there is a more romantic evening gown in all Paris than the model from Lucile Paray, trimmed with enchanting ruffles bound with black satin and with exotic flowers of white velvet and satin, it has not shown itself. This frock is at once the despair and the envy of all women over 40.

IV. ONE of those silk ensembles that may be worn early and late and all year round, is this silk poplin model from Martial and Armand that comes in a rich shade of red. The cowl collar, with its intricate cutting, is lined with beige crepe. The detail on the pockets is very Parisienne.

V. HOW elegant and yet how extremely simple is this afternoon coat from Lucien Lelong, with its smart cape, tied demurely under the chin, and the masterly way in which the gray fox fur is just where it should be—not an inch too much or too little. It has femininity, dignity and allure—what more could the most exacting woman—or man—ask?

VI. TOLLMANN has created this unusually practical and lovely suit of crepe, in a red that is about the hue of rust. Its pleated skirt gives ample width, and the long coat creates the long, close line that is so becoming to the average figure. Diagonal zimmering made by incrustations of the material decorate the sweater blouse, which comes in a harmonizing shade of yellow.



V
Simplicity and Elegance
Combine in This Coat
Of Gray Moroccan
Artfully Decorated
With Gray Fox Fur.



VI
Practical and Lovely
Is This Tollmann Suit
Of Rust Red Crepe
With Yellow Sweater

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Hongkong Telegraph.

Pictorial Supplement

October, 12th, 1929.

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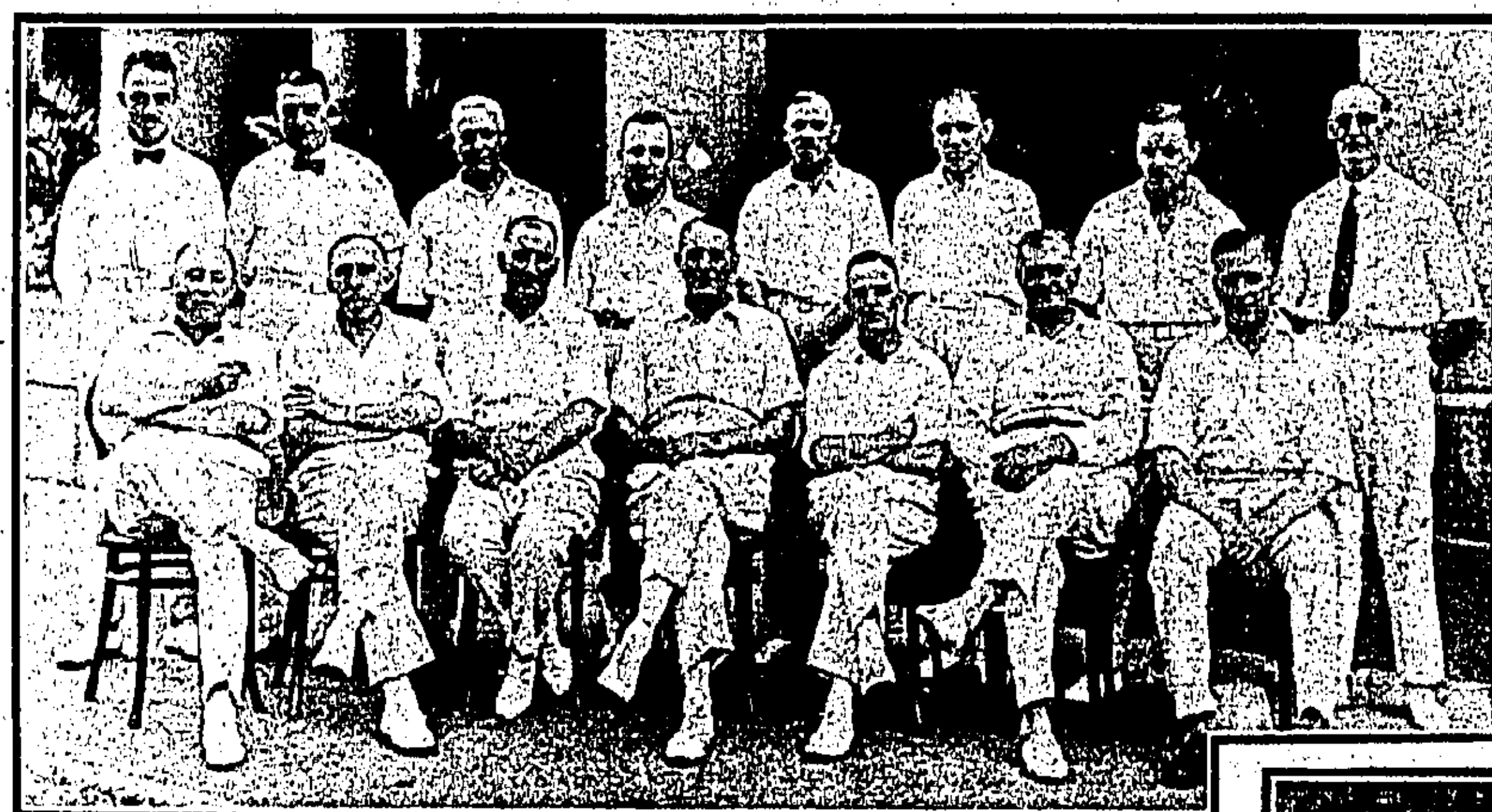
TELEPHONE CENTRAL NUMBER ONE.

GREY FLANNEL SOCKS!

—or, we should really say, socks to wear with grey flannels—but if the reading of this heading has served its purpose of attracting your attention, perhaps you'll be interested to know that Mackintosh's have a very fine range of thin cashmere socks suitable for use with the grey flannel trousers which you'll be wearing shortly.



Group taken at the recent wedding of Mr. Oswald Yat-san Lyen and Miss Maria H. M. Chong. The marriage took place at the Roman Catholic Cathedral. (Photo: Ming Yuen.)



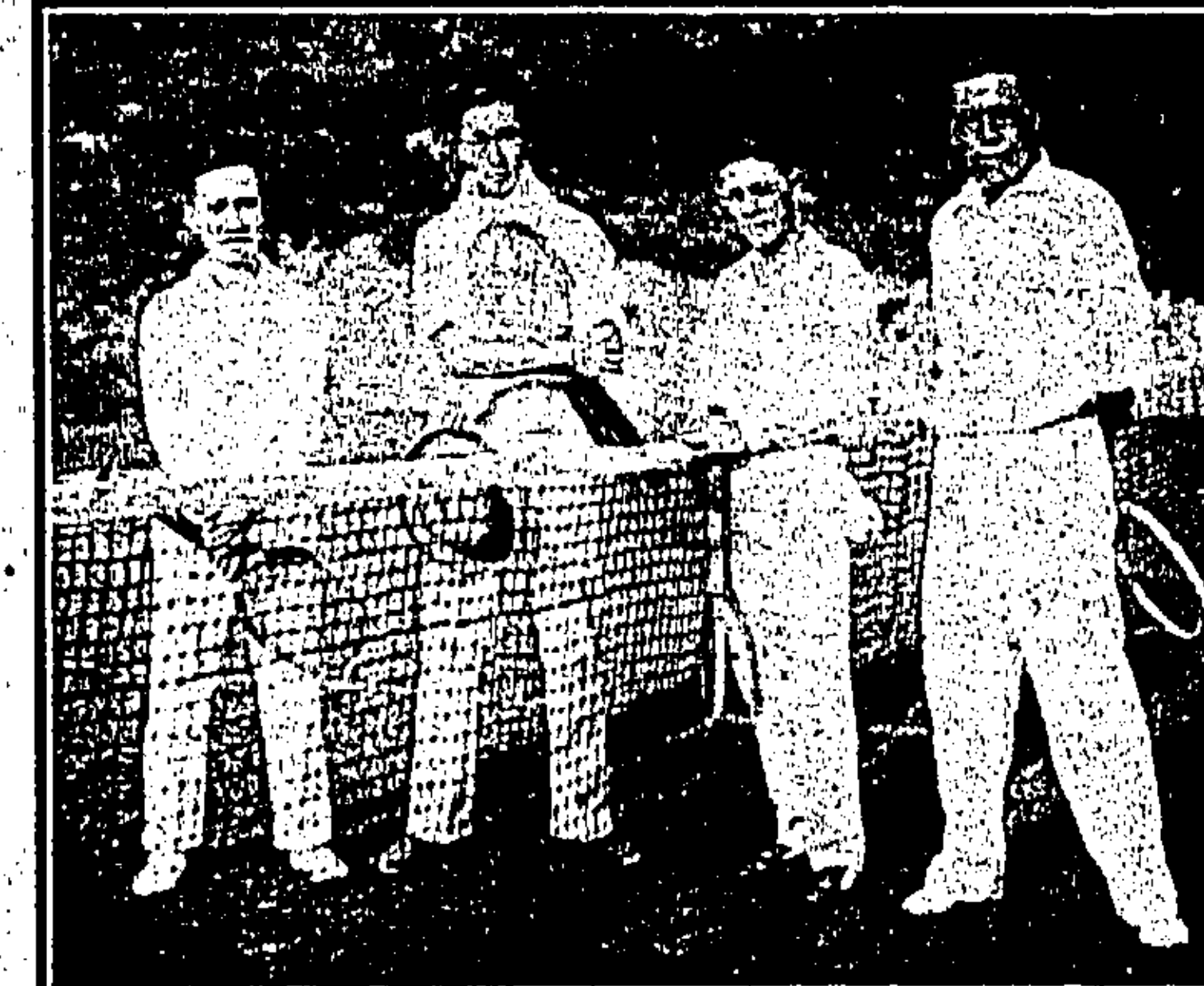
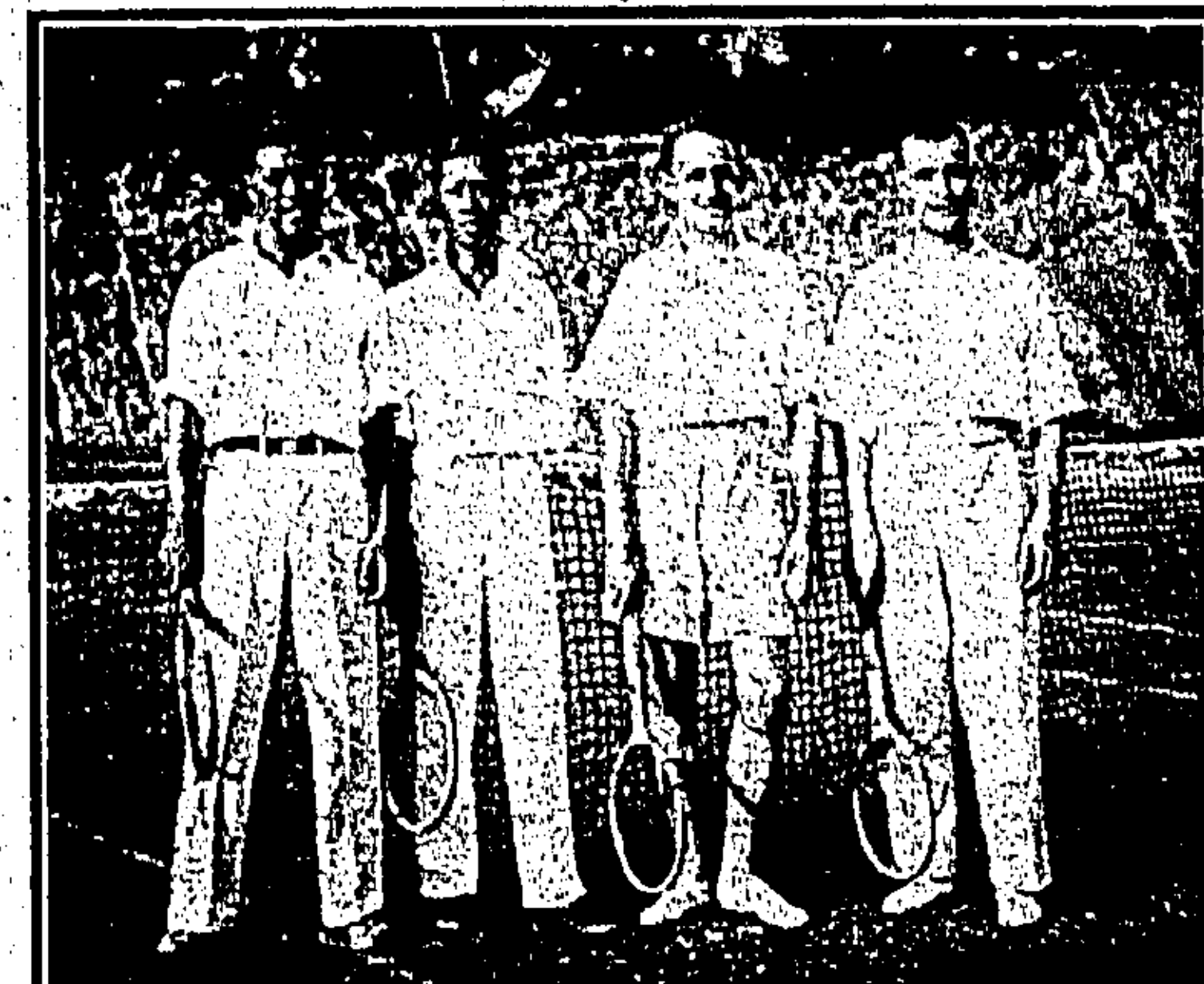
The Shanghai bowlers and the "Billycocks" who met at Government House on Monday. The visitors won easily. (Photo: Ming Yuen.)



H.E. the Officer Administering the Government (Hon. Mr. W. T. Southern) is seen second from right indicating the play in the Government House match against Shanghai. (Photo: Ming Yuen.)



Top, the Shanghai and the Hongkong Police bowls teams; bottom, Shanghai and the Club de Recreo. Shanghai lost both games by a single point. (Photos: Mee Cheung.)



Taken at the S.C.A.A. tennis "at home" at King's Park. Top, C. S. Chan and W. H. Chan with J. Barrow and J. A. Bendall; bottom, S. K. Ng and C. C. Ma with Kwok Po-man and Lau Man-kwong. (Photo: Mee Cheung.)



This picture of Mr. and Mrs. Chau Yee-hong and bridal party was taken after their recent wedding at St. Paul's Church. (Photo: Ming Yuen.)



The Swimming Committee of the South China Athletic Association, together with other officials of the Association. Mr. M. K. Lo is president and Mr. Ho Yu Chairman. (Photo: Ming Yuen.)



An excellent snapshot of play in progress during the match in which the Police beat Shanghai by one point. A very good head. (Photo: Mee Cheung.)



Are YOUR CHILD'S EYES Right?

If your boy or girl is not progressing in school as he or she should, there may be many reasons. One of the most likely is that your child's eyes are not in good condition. Make sure—have an eye examination.

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Hongkong's Only European Optician—Established 40 years.

Manager:—Ralph A. Cooper
F. O. I. Registered Optometrist
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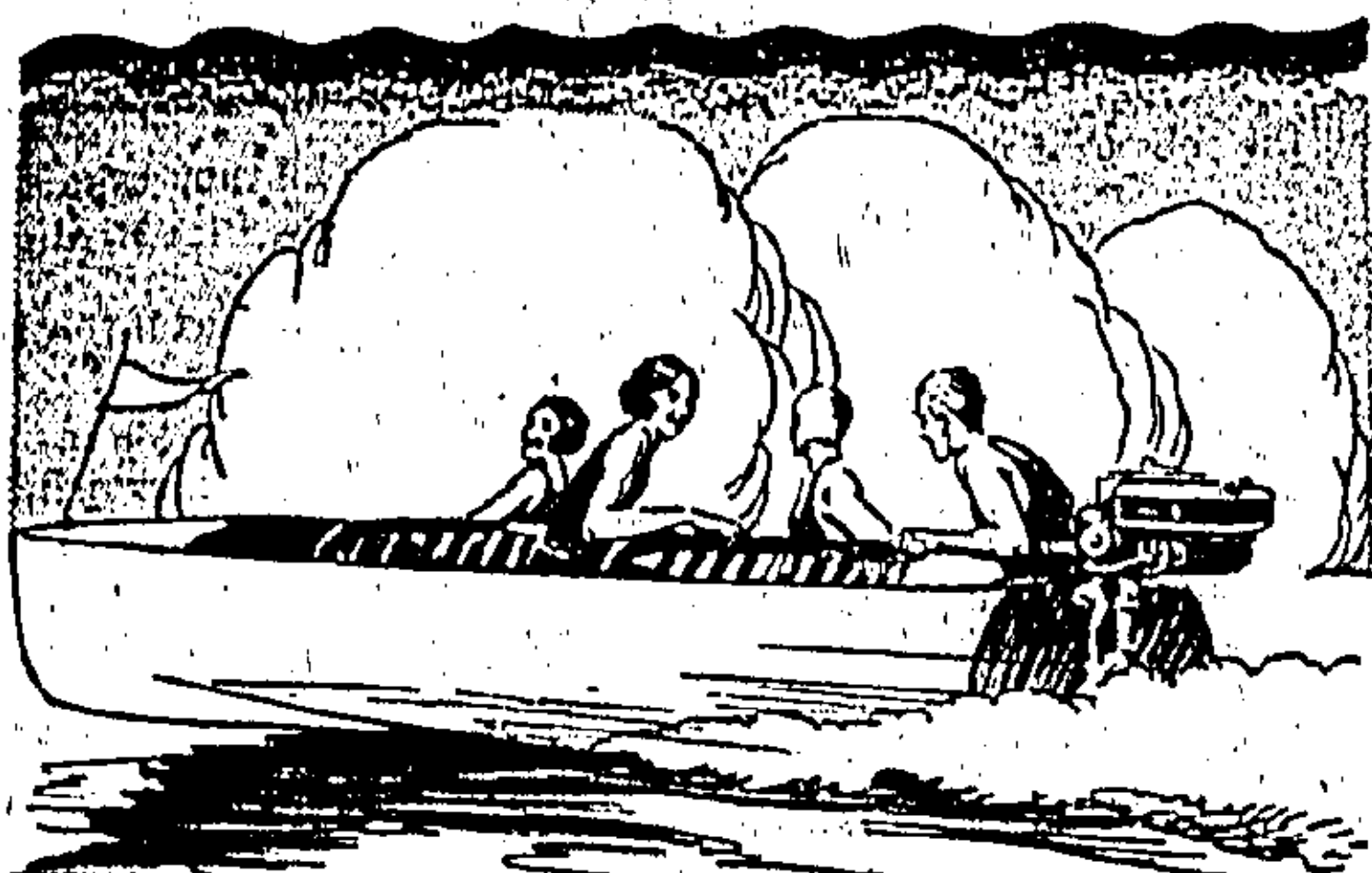
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YOU may have been water motoring many times... but until you are propelled at express-train speed over the water by a new Johnson Sea Horse, you haven't experienced real water enjoyment.

Here is a motor that does everything you expect of it... and more! It starts at the mere snap of your wrist... with the new Johnson Release Charger. It skims you over the water without exhaust noise or exhaust fumes... with the new Johnson Under-water Exhaust.

Power and speed, unequalled until now, are yours with a Johnson Sea Horse. The Sea Horses are truly the greatest contribution yet made to water enjoyment. They are here! See them!

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Johnson
Outboard Motors

TRAVELLING BATH-ROOM.

Rajah's Novel Idea.

LUXURY IN THE JUNGLE.

A travelling bathroom is the latest use to which a motor truck has been put in India. This was built on a 20-cwt. chassis to the order of the Ruler of Bhopal for use in big game shooting expeditions.

The body is completely equipped with a porcelain bath, wash basin, divan, and dressing-table. The water heating apparatus is controlled by a thermostat, and transfers the heat from the engine to the bath water system. The interior is enamelled in blue and white, and special glass is fitted to the windows, which permit a clear view from the interior while preventing people outside from getting a glimpse of the Rajah performing his ablutions.

The occupant of the bathroom can communicate with the driver through a microphone, the necessity for which is obvious when he is trying to shave while the vehicle is under way in the jungle.

LEAD GAS INCREASES.

The consumption of ethyl gasoline in 1929 is expected to show an increase of about 100 per cent. over 1928. Production this year will reach about 1,145,000,000 gallons.

CAN'T MOVE TRAINS.

According to a railroad engineer, 25 per cent. of the grade crossing accidents in 1928 were caused by automobiles running into trains.

While it costs about six cents to operate a light four-cylinder automobile for each mile, six-cylinder vehicles require about nine and one-half cents, according to the Automobile Club of Southern California.

MOTOR TRUCK MAKER'S VIEWS.

(Walter C. White Interviewed by Israel Klein.)



Walter C. White, the personality behind the motor truck.

Cleveland, Sept.—If you ever had an idea that a truck was a clumsy, lumbering, noisy vehicle of no more value than to clutter up the highway, you'd soon change your mind after talking to one of the men responsible for its existence.

I did and I came away with a greater respect for trucks than I ever had.

The man I saw is Walter C. White, president of the White Co., builder of motor trucks and buses. Seated in a simply furnished office in a corner of his plant's headquarters building here, White pointed out the essential features that place the motor truck in a class by itself, as opposed to the passenger car.

"The passenger car engine," he said, "is smaller and faster than the heavy duty truck motor. It is built for speed and light duty, while the truck motor is larger in displacement and is run slower. It is built for heavy work and endurance.

"In some of our light delivery trucks the engines have almost comparable performance, characteristics of passenger car engines but are built much heavier for long life.

Slower Motor, Longer Life.

"The passenger motor is not generally expected to gain the longevity of the truck motor. It stands to reason that a motor that runs 3,000 to 4,000 revolutions a minute can't stand up as long as one that is designed to operate around 2,100 revolutions a minute.

"The average passenger car goes about five to six thousand miles a year with little heavy work demanded of it. It isn't unusual for a truck or bus to make 100,000 miles a year while the car that has run 100,000 miles at all is an exception.

Walter White can say this unhesitatingly because nearly 16,000 of his trucks have already been driven over 100,000 miles and 164 of these have gone past the half million mile mark and are still in operation.

Behind all this is the White plant where men don't seem to rush through a single operation in the manufacture of the trucks and buses. The way they work seems to exemplify the White viewpoint. After touring the factory there's a feeling of assurance that the product coming out of there is perfect to the last gear.

Inherits Lofly Tradition.

The man now at the head of this factory is a graduate of the old White tradition of thoroughness and advancement in the van of industrial progress. No better can this tradition be portrayed than in the history of the company itself and the achievements of Walter White.

When he was born, in 1876, the White Sewing Machine Co., with his father, Thomas H. White, as its head, was formed. Walter was the youngest of three sons—Windsor T. and Rollin being the other two. The entire family grew up with the business and led it through its progressive stages as they kept up with the industrial and social progress of the country. Thus they profited by adding to the sewing machine manufacture such items as screw machines, roller skates, bicycles, steam passenger cars and finally motor trucks and buses.

In the late thirties, attention of the inventive genius of the country began to turn to "horseless carriages." It was in these creeping days of motordom that Rollin, the engineer of the family, had

invented a flash steam generator which was quite an improvement over the old style boiler. He offered it to the makers of the car the family was driving, but they turned it down.

So the Whites decided to build their own car incorporating Rollin's invention. With some additional engine improvements and after much experimental work, they came out with their first White steamer. That was in 1901. The demand was greater than they expected and they had more than they could do to keep up with it.

Walter Starts Selling.

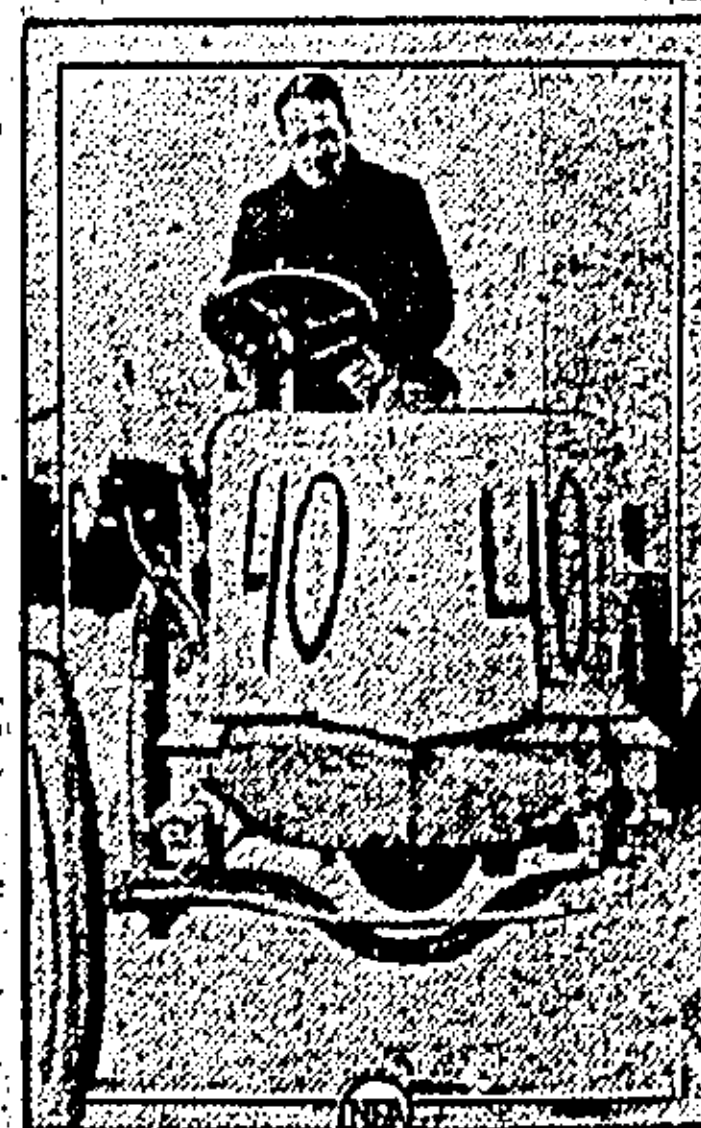
The elder White let the boys conduct the new automobile business, while he remained at the helm of the sewing machine company. Windsor took charge of financial and sales matters. Rollin applied himself to the mechanical operations and Walter went overseas to dispose of foreign patent rights and open up an export trade for the new car.

After a successful trip abroad, Walter returned in 1904 and proceeded to show America what the White steamer could do. He drove the car to victory in several hill climbs and endurance runs until he was ruled out of a competition in 1907 "because the gasoline car drivers refused to compete with the steam hellion."

But the advantages of the internal combustion motor over the steam boiler were soon recognized and the Whites changed to that form of transportation in 1909. Almost at the outset came production of the first White truck.

The trucks met with almost instant success. Some of the original models are said to be still in operation. With the war came greater demand for White trucks and production of passenger cars was abandoned completely. When America entered the World War White became chairman of a committee to aid the establishment of motor transport bases and repair depots in France. His work there won him the highest honour France can give a civilian, making him a Chevalier of the Legion of Honour.

The elder White died in 1914 and both Windsor and Walter took over control of the company, the sewing machine business having been relinquished. Last year Windsor and his son Thomas, who had been a vice-president of the company, withdrew from the organization and now Walter is both president and chairman of the board of directors.



Walter White, before his truck building days, used to demonstrate his passenger cars by driving them himself in auto races. Here he is shown in a stripped touring car at Ormond Beach, Fla., in January, 1905.

STUDEBAKER PLEASURE CARS

HONGKONG DELIVERED PRICES.

ERSKINE SIX.

R.A.C. Horse-Power Rating 18.15.

Brake Horse-Power 15 at 3,000 Revolutions.

Piston Displacement 160.37 Cubic Inch. Wheel-Base 109 Inches. Speed 60 M.P.H.

Model	Pass.	Net Weight	F. O. B. Factory Price	Extra	Packing Shipping Delivery	Hongkong Price
Tourer	5-pass.	2,425 lbs.	G\$835	G\$50	G\$250	G\$1,135
Club Sedan	5-pass.	2,525 lbs.	860	75	310	1,245
Sedan Regular	5-pass.	2,600 lbs.	945	75	310	1,330

Hongkong Price includes 5 Wire Wheels, Leather Upholstery, Front and Rear Bumpers, Extra Tire & Tube, Extra Bulb Horn, Hydraulic Shock Absorbers.

DIRECTOR SIX.

R.A.C. Horse-Power Rating 27.34.

Brake Horse-Power 23 at 3,200 Revolutions.

Piston Displacement 221 Cubic Inch. Wheel-Base 115 Inches. Speed 65 M.P.H.

Tourer Regal	5-pass.	3,000 lbs.	G\$1,215	G\$90	G\$320	G\$1,625
Tourer Regal	7-pass.	3,050	1,275	90	320	1,685
Sedan Regal	5-pass.	3,190	1,195	115	390	1,700

Hongkong Price includes 5 Wire Wheels, Leather Upholstery, Front and Rear Bumpers, 2 Extra Tires and Tubes, Extra Bulb Horn, Hydraulic Shock Absorbers and Tourist Trunk.

DIRECTOR EIGHT.

R.A.C. Horse-Power Rating 30.

Brake Horse-Power 27 at 3,200 Revolutions.

Piston Displacement 231 Cubic Inch. Wheel-Base 115 Inches. Speed 65 M.P.H.

Tourer Regal	5-pass.	3,055 lbs.	G\$1,335	G\$90	G\$320	G\$1,745
Tourer Regal	7-pass.	3,080	1,395	90	320	1,805
Sedan Regal	5-pass.	3,220	1,335	115	390	1,840

Hongkong Price includes 6 Wire Wheels, Leather Upholstery, Front and Rear Bumpers, 2 Extra Tires and Tubes, Extra Bulb Horn, Hydraulic Shock Absorbers and Tourist Trunk.

COMMANDER EIGHT.

R.A.C. Horse-Power Rating 36.45.

Brake Horse-Power 100 at 3,000 Revolutions.

Piston Displacement 313 Cubic Inch. Wheel-Base 125 Inches. Speed 76 M.P.H.

Roadster Regal	4-pass.	3,030 lbs.	G\$1,495	G\$40	G\$335	G\$1,870
Tourer Regal	5-pass.	3,240	1,445	100	335	1,880
Tourer Regal	7-pass.	3,255	1,595	100	335	1,930
Cabriolet Regal	4-pass.	3,230	1,595	130	425	2,150
Berline						
Brougham Regal	5-pass.	3,430	1,652	95	425	2,170
Sedan Regal	5-pass.	3,375	1,625	135	425	2,185
Sedan Regal	7-pass.	3,400	1,785	135	425	2,345

Hongkong price includes 6 Wire Wheels, Leather Upholstery, Front and Rear Bumpers, 2 Extra Tires and Tubes, Extra Bulb Horn, Hydraulic Shock Absorbers and Tourist Trunk. Roadster equipment includes 5 Wire Wheels and Tires only and no Trunk.

PRESIDENT EIGHT.

R.A.C. Horse-Power Rating 39.8.

Brake Horse-Power 115 at 3,200 Revolutions.

Piston Displacement 330 Cubic Inch. Wheel-Base 125 Inches. Speed 80 M.P.H.

Roadster State	4-pass.	3,760 lbs.	G\$1,755	G\$ 45	G\$350	G\$2,150
Cabriolet State	4-pass.	3,960	1,875	150	430	2,455
Sedan State	5-pass.	4,150	1,657	160	430	2,465

Hongkong price includes 8 Wire Wheels, Leather Upholstery, Front and Rear Bumpers, 2 Extra Tires and Tubes, Extra Bulb Horn, Hydraulic Shock Absorbers and Tourist Trunk. Roadster equipment includes 5 Wire Wheels and Tires only and no Trunk.

PRESIDENT EIGHT.

R.A.C. Horse-Power Rating 50.8.

Brake Horse-Power 115 at 3,200 Revolutions.

Piston Displacement 336 Cubic Inch. Wheel-Base 125 Inches. Speed 80 M.P.H.

Tourer State	7-pass.	4,200 lbs.	G\$2,085	G\$120	G\$370	G\$2,575
Brougham State	7-pass.	4,350	2,195	125	490	2,810
Sedan State	7-pass.	4,360	2,175	170	490	2,835
Limousine State	7-pass.	4,390	2,350	160	490	3,000

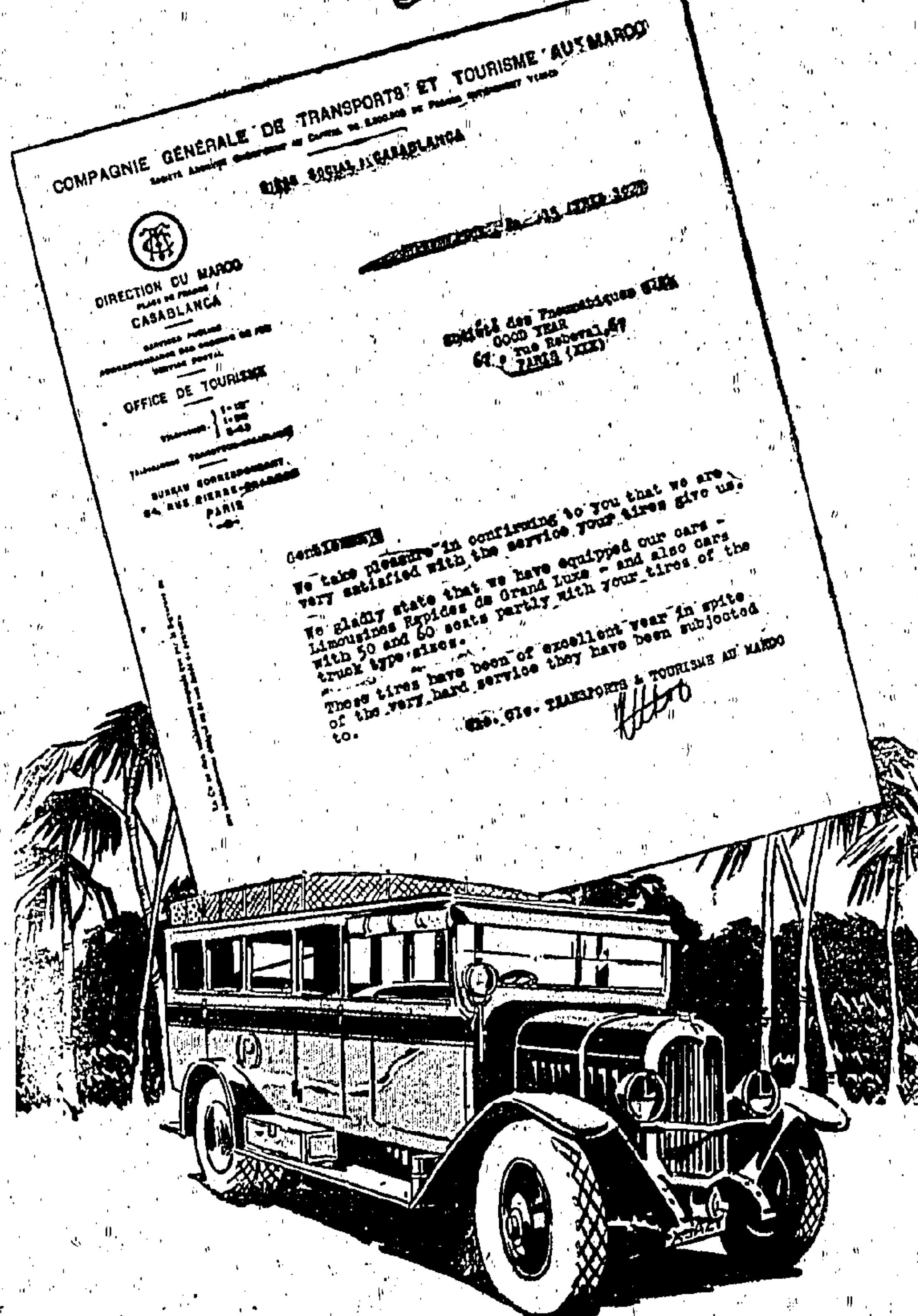
Hongkong price includes 8 Wire Wheels, Leather Upholstery, Front and Rear Bumpers, 2 Extra Tires and Tubes, Extra Bulb Horn, Hydraulic Shock Absorbers and Tourist Trunk.

Equipment and Price subject to change without notice.

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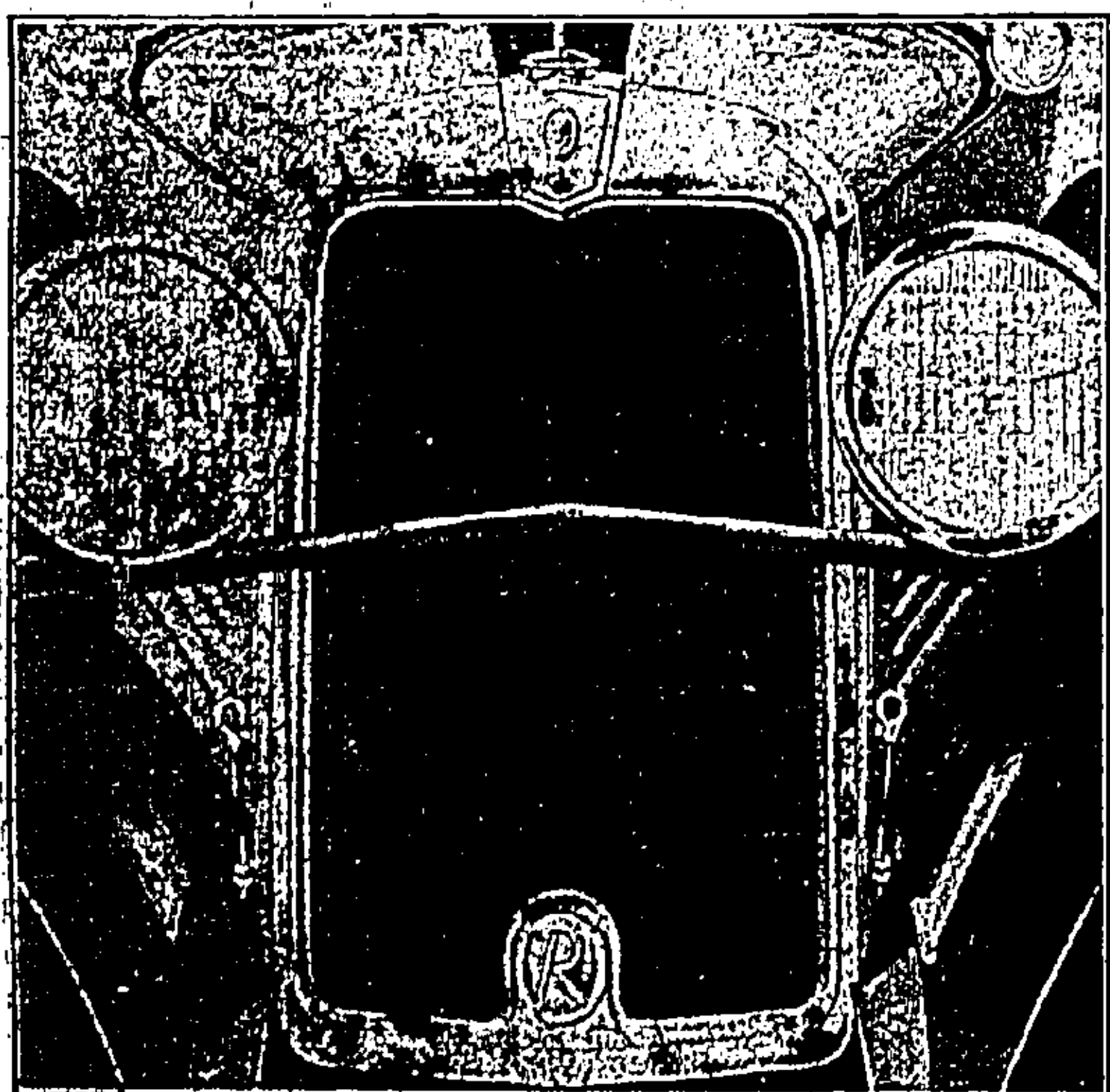
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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

CHARGING AUTO BATTERIES FROM RADIO RECTIFIERS.

Alternating current rectifiers have been and are so largely used in the charging of radio A batteries, that almost everyone, who has a radio set, has such a charger, but motorists who have chargers specially intended for auto batteries are in the minority. The voltage of the A battery being the same as that of the auto starting and lighting storage battery, and rectifier that will charge one will charge the other. A majority of the A battery chargers are of the "trickle" type, giving a small current ranging from a few tenths of an ampere to nearly a full ampere, but even rectifiers of this low output are very useful in keeping the batteries of laid up or seldom used cars up to full charge, so as to be safe from sulphating and freezing. Even the battery of a car which is in active service, but which falls somewhat short of maintaining full charge during the season of heavy lighting and starting current demands can, in many instances, be kept up to par, if a trickle charger is connected to it at night or at other times when it is idle. Radio battery chargers having outputs above the "trickle" range are, of course, proportionally more useful in auto battery charging. The introduction of full "socket-power" radio sets has thrown out of use a very large number of radio rectifiers for 6 volt battery charging, which can be picked up at low prices, so that no one who owns a car need be without a means for recharging his battery in his own garage. In

applying any of the ordinary forms of rectifier, it is only necessary to screw its attachment plug into a lamp socket and to connect the charging wire marked positive to the battery terminal marked positive, and to connect the other wire to the battery negative. The use of spring clips on the ends of the wires makes the attachment a matter of a few seconds only.

Adjusting Generator Output.

Question:—I have a new car and I should like to know how far ahead I can set the brushes of the generator, without burning the commutator. Why is it that when a generator is adjusted, with the engine idling, the ammeter shows "discharge?"

Answer:—We don't know how far the third brush on this generator can be advanced without causing burning of the commutator, but the brush position should not be changed enough to cause sparking or to make the charging current, with the engine at road speed, much greater than the specified amperage recommended in the instruction book, or serious damage may result. Adjustments of the third brush should never be made unless the engine is running fast enough so that the generator cuts into the battery circuit. The reason that the ammeter does not show charge with the engine idling is that the reverse current cut-out has not operated to connect the generator to the battery and no current can pass. The engine

Of all the jobs that need no pay
And come to those who're in luck's
way,
There's one I long for every day—
As driver of the Blue Bird.

What else in life compares with
this?
What utter joy? What perfect
bliss?

What pleasure e'er can equal his?
The chauffeur of the Blue Bird.

His car in freedom takes its path
Where'er it lists. No aftermath
Of "Please explain" or policeman's
wrath
Can fall upon the Blue Bird.

Each corner's clear when he
arrives,
And he owns every road he drives;
No wonder that he grins and
thrives
The helmsman of the Blue Bird.

With power to spare and pace to
burn,
There's not a challenge he will
spurn,

ENVY.

And speedsters all may take a turn
At racing with the Blue Bird.

His booming horn cries through the
night

Its "Tally Ho" when prey's in sight;
A flying chase gives him delight—
The speed king of the Blue Bird.

He tours the countryside at ease,
And spends his Sundays 'midst the
trees.

But has no eyes for birds and
bees—
The policeman of the Blue Bird.

He watches number plates for mud
Instead of orchards thick with bud,
Nor notes the cow that chews its
cud
When cruising in the Blue Bird.

From envy's pains there's one re-
lease—

I have an urge to join the police
I'd be enthralled to merely grease
And wash and tend the Blue Bird.

must be speeded above the idle
range in order to make the genera-
tor cut into circuit. Before it cuts
in, the ammeter registers a dis-
charge due to the passage of
ignition or lighting current. You
speak of your car as a new one and
it seems strange that the genera-
tor's charging rate was not cor-
rectly set at the factory. Be care-
ful that you do nothing which may
cause the generator to be over-
loaded to its possible damage.

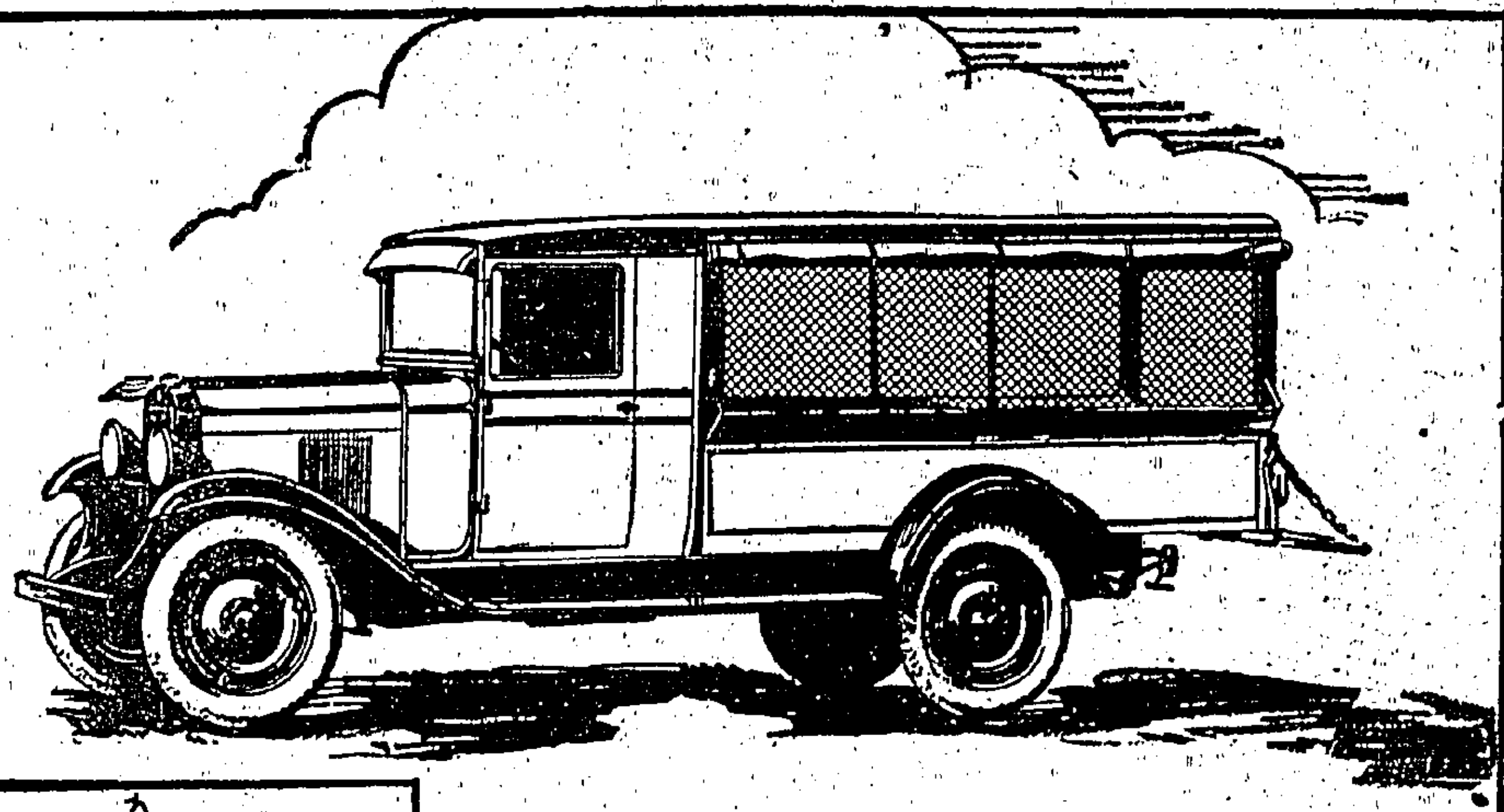
A Humming Noise.

Question:—What is the prob-
able cause of a vibrating hum,
made by my car, which has
been noticeable almost constantly
since I bought it? It is heard at
all speeds above 25 m.p.h.

Answer:—We wonder if this
hum is like that usually made by

gears, which ordinarily changes
pitch with variations in speed. If
this is the case, it seems likely
that the mesh adjustment of the
final drive gears is not and never
has been quite correct. Of course,
gear hum may arise in the trans-
mission, the engine timing gears
or even in the generator and other
auxiliary drives, but we should
suggest that you have the rear-end
gears tested out for noise by a
mechanic who is familiar with this
work. If the hum is not of that
peculiar quality characteristic of
gears, which are not properly
meshed or are imperfectly lubri-
cated, it is possible that there is
some loose part, some piece of
sheet metal perhaps, that vibrates
sympathetically with the engine
and makes the noise and vibration
to which you refer.

**SMARTNESS
YOU CAN BE PROUD OF!**



Those who own the New Chevrolet Truck remark on the
attention it receives whether it is standing at the curb—
winding through traffic—or carrying a capacity load
with ease up a steep grade. Its new radiator and hood—
its smart, full crowned fenders, its low set chassis, and
its thoughtfully designed bodies help to assure an
appearance of real advertising value.

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business for you.

**The Outstanding
Truck of
Chevrolet History**

THE HONG KONG HOTEL GARAGE

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A PRESENT FOR MARJORIE.

Telling of An Old Stager Which Emerged from Obscurity for One Glorious Day.

[By P. A. Reynolds.]

I knew directly Marjorie sat on the arm of my chair and began stroking my hair that she wanted something. Of course I told her that I couldn't possibly buy another thingummy, or whatever it was that she wanted, at least for another ten weeks.

I was broke—dead broke, and if she hadn't any clothes to wear she would just have to—"You dear old silly," she replied, patting my hand, "I don't want anything for myself, I'm thinking of you." This was quite a new one, so I waited. "You see," she went on, "I think you work too hard. You don't go about enough. You are looking quite pale and ill." There was a certain amount of truth in what she said.

I was just going to ask her how she had noticed it when, "John, dear, you ought to buy a car. Only a small one," she added quickly, as I took a deep breath. "Do please think about it, Johnnie darling. Consider your health." I tried to explain that with poor health I would need every penny, but she wouldn't listen. "It wouldn't cost much, and you could drive it yourself. You are awfully clever, you know."

It was the first time since we were married that she had referred to my cleverness—and well, what can a fellow do? The result was that on my way home from the station on Saturday I called in to see old Whittingham, our village garage owner, and told him what I wanted. "A car," I said, "a cheap car."

He smothered his astonishment and puffed slowly at his pipe. "So you want a car, do you, Mr. Wren? What sort of a one? There's a new Morris Six over there, only £375, or there's—"

"Mr. Whittingham," I said firmly, "I want a cheap car, a second-hand car, an old car. Something the wife and I can toodle around in—something for about fourteen pounds or so." He stuffed a grimy finger into the bowl of his old clay and pondered. "H'm. About fourteen—fourteen pounds you said, didn't you, Mr. Wren?" I nodded. His face brightened as an idea struck him. "I've just the very thing." He went to the door of his office. "Joe, clear that muck away from the corner. I want to show Mr. Wren the old 'Ploddit.' Be quick, now," he added, as an incredulous whistle rent the air. "Perhaps you would like to sit down while Joe gets it ready?"

Preparations.

Being anxious to see the car, however, I went over to where Joe was pulling away some old parts from a heap. The thrill of the moment gripped me, and, seizing a rusty piece of iron, I began tugging as hard as I could. "Old 'ard," ejaculated Joe, "that's one of 'er wings. They'll come off quite soon enough without you a-pullin' of 'em."

Whittingham touched my arm. "Come into the office and have a nip of the best," he said anxiously. "That car," he remarked as he

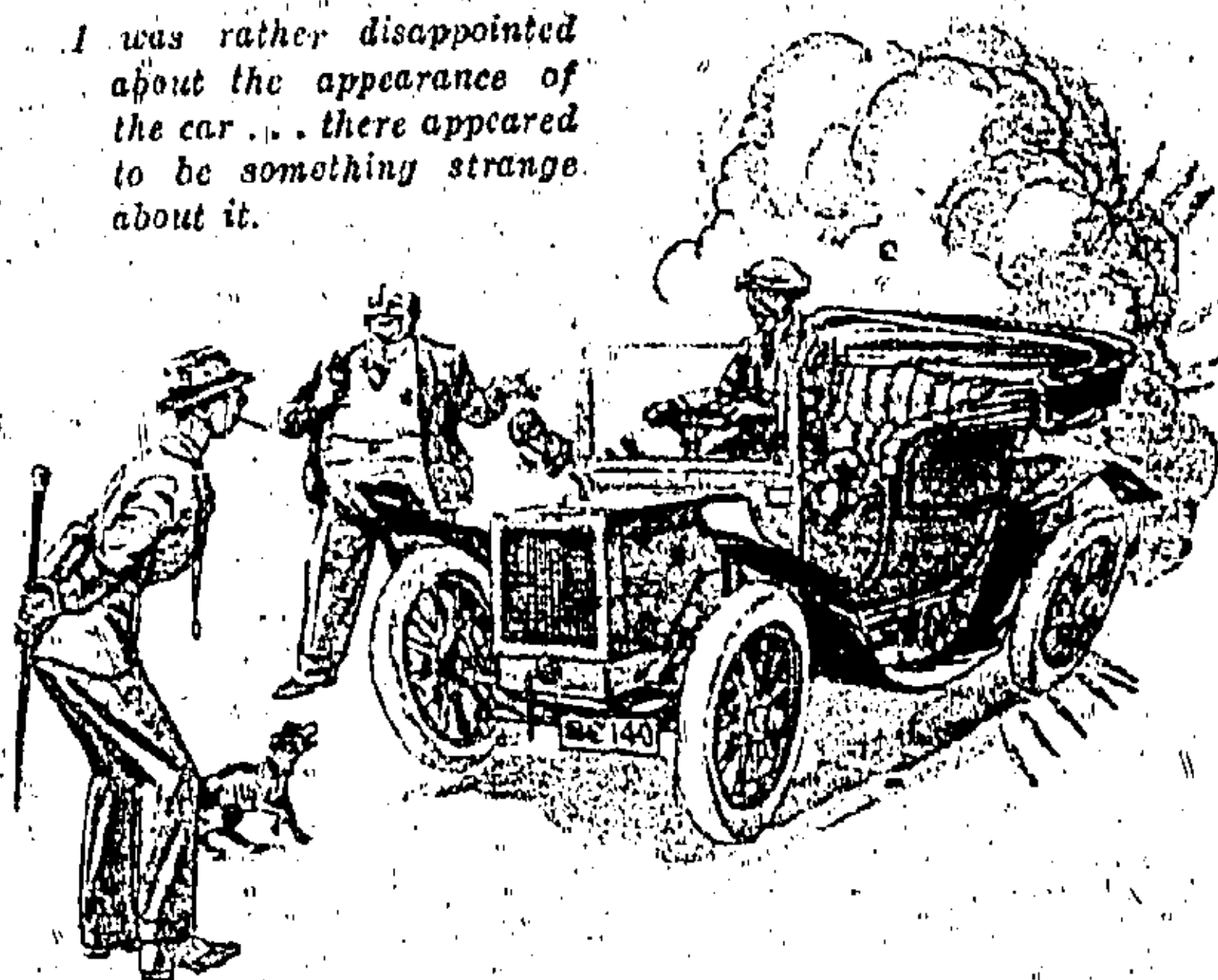
closed the door, "that car is a marvel. It ain't what you might call recent, but it was built when cars was built. As I said before, it ain't much to look at, but the body is roomy and comfortable."

"It was made for people who wanted to see the country, and not for them as goes around like mad." "What horse-power is it?" I enquired. "Well, it is supposed to be eight." "And the age?" Whittingham leaned forward and laid his hand on my arm, his voice growing husky with emotion as he spoke. "Mr. Wren, I'll tell you summat. That car is old—very old, but when I bought her, nigh on two-and-twenty year ago, she was a corker. Cost me a hundred and fifty of the best, she did, and that ain't all. Do you know, that car is a 'Ploddit-Slowly'—and it

car like this," he went on, but a loud bang, followed by a succession of wheezy thuds, interrupted his words, and with a gleam of recognition in his eyes he went to the door. "Joe's got it a-go'in'."

I was rather disappointed with the appearance of the car. I may have been wrong, but there seemed to be something strange about it. Of course, I knew that there was an engine somewhere, for I am not so brainless as some people might think, but where I thought the engine should have been was a large brass-bound box. Joe explained, however, that it wasn't a luggage box at all, for he opened the lid to show me. Inside, and hanging on by some wires, was a

I was rather disappointed about the appearance of the car... there appeared to be something strange about it.



lives up to its name. It ain't big round fat thing, which, he said, was the cylinder.

An Accommodating Pedal.

Viewed coldly in the light of recent events, I am not at all surprised. "You'll never get another

ing the floor, and it seemed to me that if the wires were tighter it wouldn't shake about so much. Joe explained what everything was for. "This 'ere pedal is for the first gear, that one's the brake, and the other—well I don't really know what that's for. You see, it all depends wot you do last. Twice I went backwards, once the front wheels turned inwards, and the last time I used it, it busted the back tyres, so it ain't exactly got wot you'd call a reg'lar job. Howsummever, I suppose it does come in useful at times like."

Joe offered to take me for a trial run, just to see that everything was all right, and I agreed to pay £12 10s. for the car if it ran satisfactorily. "Of course," said old Whittingham, "you mustn't expect a lot from it at first, but when once it does get a-go'in' you'll be surprised at what it can do."

A few moments later we drove out of the garage, and when clear of the village I took the wheel, whilst Joe told me how to drive and what to do in cases of emergency. "It ain't only the actual driving wot wants learnin', it's knowin' wot to do when things 'appen." He suddenly clambered on to the running-board and hit the engine vigorously with his cap. "The best way"—climbing back again—"to stop a fire is to 'it it with your 'at'."

It wasn't until we started to go down Crown Hill, however, that anything exciting happened, but as soon as we were a dozen yards down, and I tried to put on the brake, our run of good luck vanished.

One of the front mudguards fell off and punctured a back tyre. Then the horn fell through a hole in the floor into the tray, where something or other pounded at the bulb.

It was then that I realised we were going fast—very fast, in fact—and that somehow the brake wasn't working. I tried on every pedal I could find, and pulled every lever and knob in sight, but only succeeded in removing the top of the oil tank, the contents of which played havoc with my trousers.

Danger Ahead.

Joe tried everything he could think of, but only loosened the exhaust pipe, thereby adding to the din. We lurched round a bend, gathering speed all the time. One thing alone comforted me. If the road was clear, and we made the next bend safely, all would be well. Joe grabbed the steering wheel and took the corner, while I pulled levers.

An exclamation brought my eyes to the road again, and I saw with horror that numbers of people were lining the roadside, whilst away in the distance, crowds were blocking the road itself. Surely the internal din made by the car would be sufficient warning of our approach?

With set teeth, Joe looked around for a place to ditch the car, for we saw that in the front of the seething crowds was a burly policeman. With a fearful lurch we swung round on two wheels into a gateway, and plunged, a bumping, heaving, rattling mass, over a decidedly uneven meadow. I glanced round, and saw that the policeman was in hot pursuit, followed by a gesticulating crowd.

"For the love of Mike," I yelled to Joe, "keep her going. The crowd is after us." He smiled weakly. "Can't. River in front. Tread on everything at once." We did. With a sickening thud, the "Ploddit" stopped dead, while the engine raced like a demoniac mangle. "Now, sir," panted the perspiring bobby, who could not repress a smile, "what's your name?"

Ten minutes later, with the constable between us, we were being led slowly across the field to a large hall in the distant village, while the crowd expressed its approval in no uncertain manner. What would Marjorie think of it all? Curse cars, anyway. The room was full when we were ushered in, and with a sinking heart I saw a be-wigged judge hurry to his chair on the platform. The constable handed up his notebook, and the judge carefully noted the contents.

Before the Bench.

"Your name is John Wren, and you live at Rockford?" I could only nod. "That, that car is yours?" I stammered that unfortunately it was. "Have you a special licence to drive such a vehicle?" A burst of laughter came from the ushers. When I answered that I must plead guilty, the judge solemnly conferred with his associates.

"Mr. Wren, I hope you realise the gravity of the situation. Here are you, doubtless a well-meaning member of the community, driving, or causing to be driven, at a reckless speed, a vehicle bearing the outward semblance of a car. Moreover, on your own admission, you do not possess a special licence." The crowd roared again.

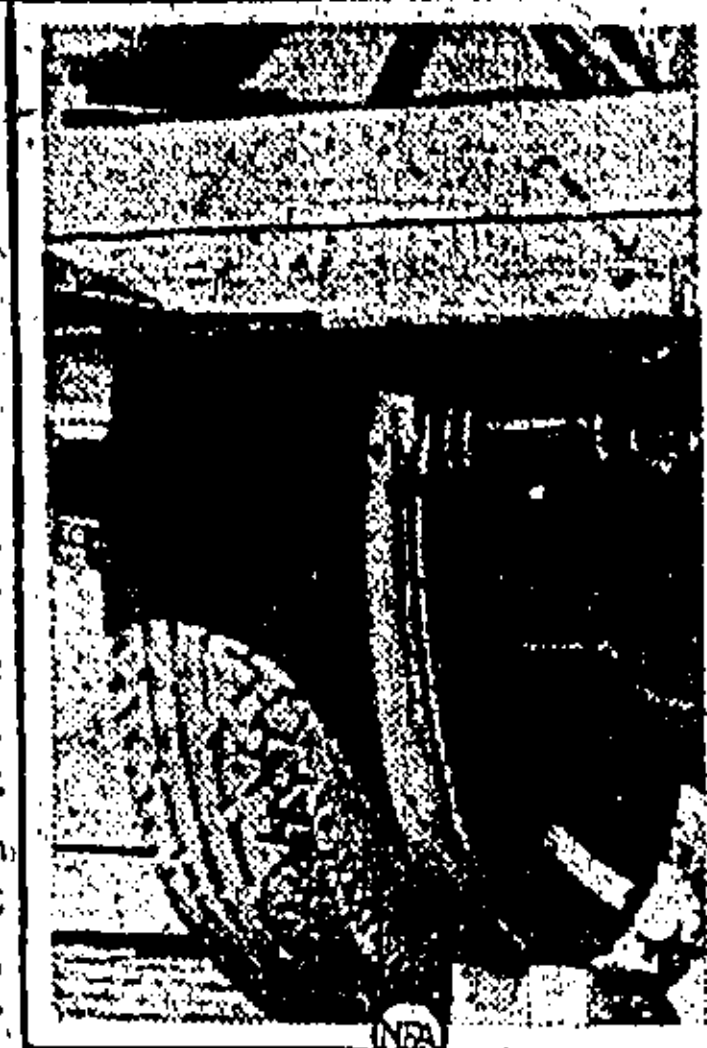
He cleared his throat in a horrible manner, whilst I gripped the edge of the dock tightly. "The sentence of this Court of justice is that you, John Wren, of the parish of Rockford, be awarded the first prize, value fifteen pounds sterling, for the most original turn-out seen in the history of Muddleton village carnival. Mr. Wren, I congratulate you."

I made a short speech of thanks, and, amid the cheers of the com-

EXTRA WHEEL FOR SAFETY.



A new safety device for prevention of accidents caused by tyre blowouts is being exhibited by its inventor, P.H. Bachrach of Ocean Side, Calif. It consists of a smaller rim and tyre attached to the axle inside the regular wheel. In case of a blowout, the weight falls on the spare wheel, enabling the driver to keep his car from swerving off the road. In the upper picture the device is shown after a knife had caused a blowout in the right front tyre. The weight of the car is resting on the extra wheel. At the right is shown how the extra wheel can be run on a block, enabling an easy tyre change.

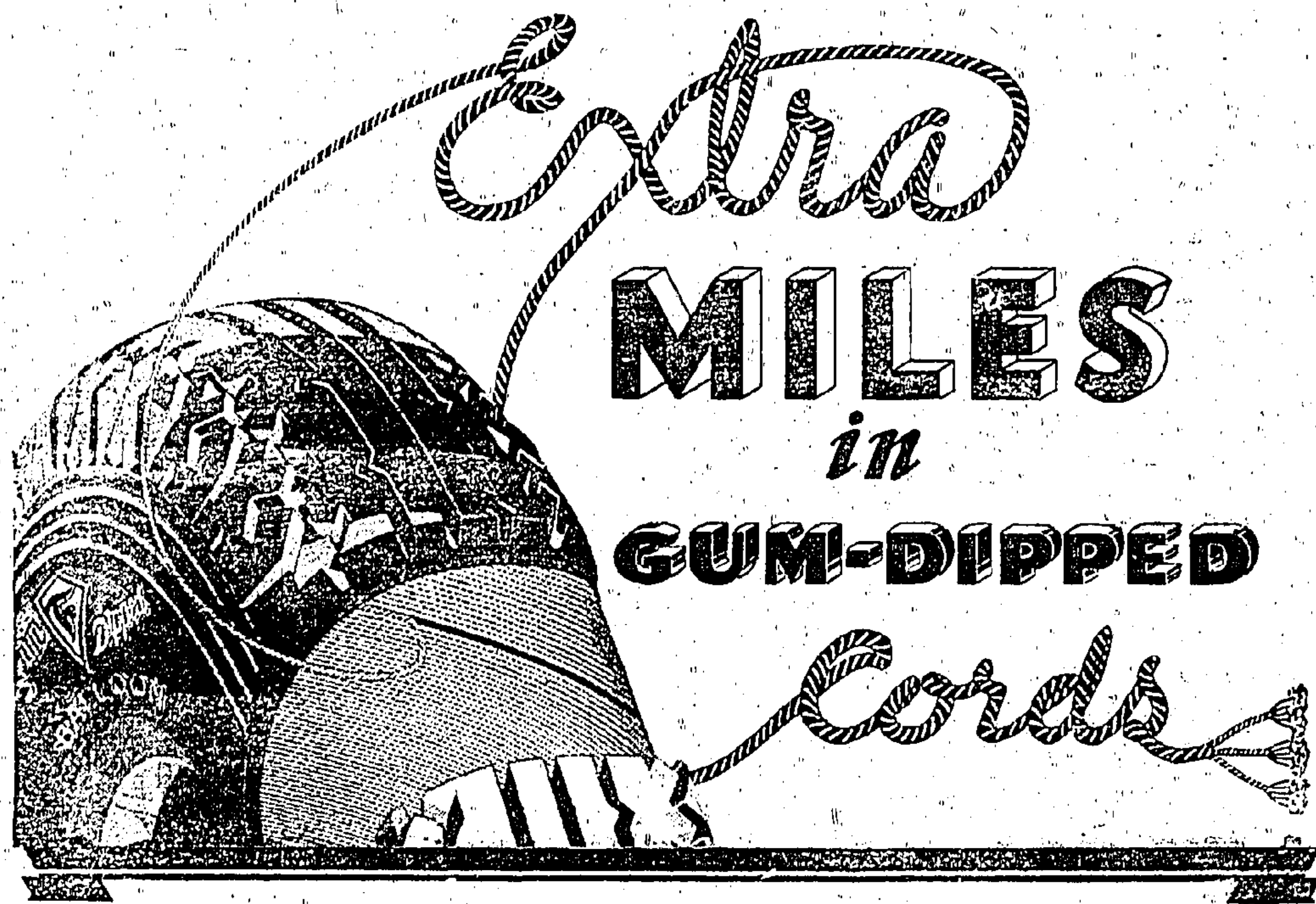


COMPARE YOURS.

pany, walked out of the "dock." Members of the assembly escorted us out of the field on our homeward way, while the village band played that old favourite, "Get Out and Get Under."

When I told Marjorie of my luck she said I had only to put another twenty pounds as the first deposit on a Morris Minor.

California law provides a scale of speed at which a car must stop within a certain distance. At 10 miles an hour a car must stop in 9.3 feet; at 15, 29.8 feet; at 20, 37 feet; at 25, 53 feet; and at 30, 83.8 feet.



THE FIRESTONE patented process of Gum-Dipping represents the greatest achievement in tire building. By thus saturating and insulating the cord fiber with liquid rubber, thousands of additional miles of service have been built into Firestone Tires.

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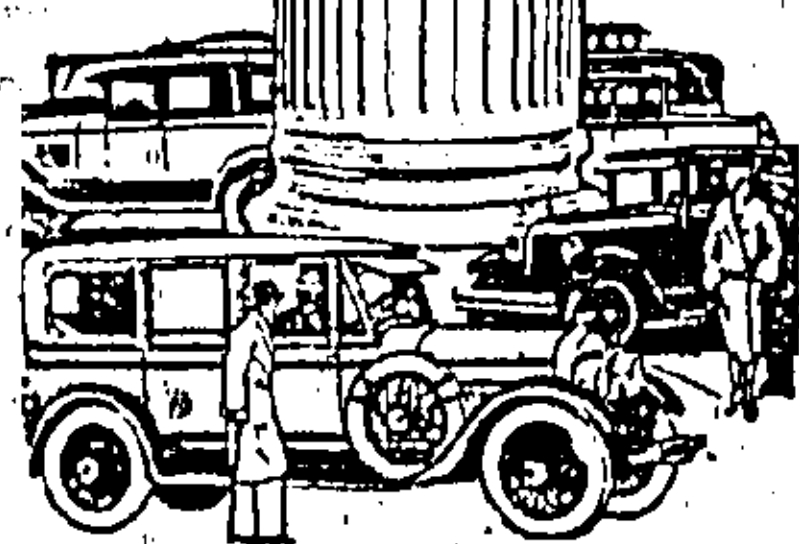
Tel. C. 4567 or C. 3193

GENERAL MOTORS EARNINGS.

Six Months Tracing.

For the second quarter of this year the total net earnings of General Motors Corporation and its subsidiaries were \$9,949,323 dollars, as against \$1,799,393 dollars for the same period last year.

Earnings for the six months ended June 30, 1929, were \$15,850,310 dollars. This compares with \$16,367,974 dollars for the corresponding period a year ago.



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EVERY YEAR. TO
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CADILLAC, CHRYSLER,
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SALLE—AND DOZENS
OF OTHERS.



It will Pay you
To Fit
A C

Hong Kong Hotel Garage.
SOLE DISTRIBUTORS
FOR SOUTH CHINA

EXIT SKILL.

Automatic Gear Change.

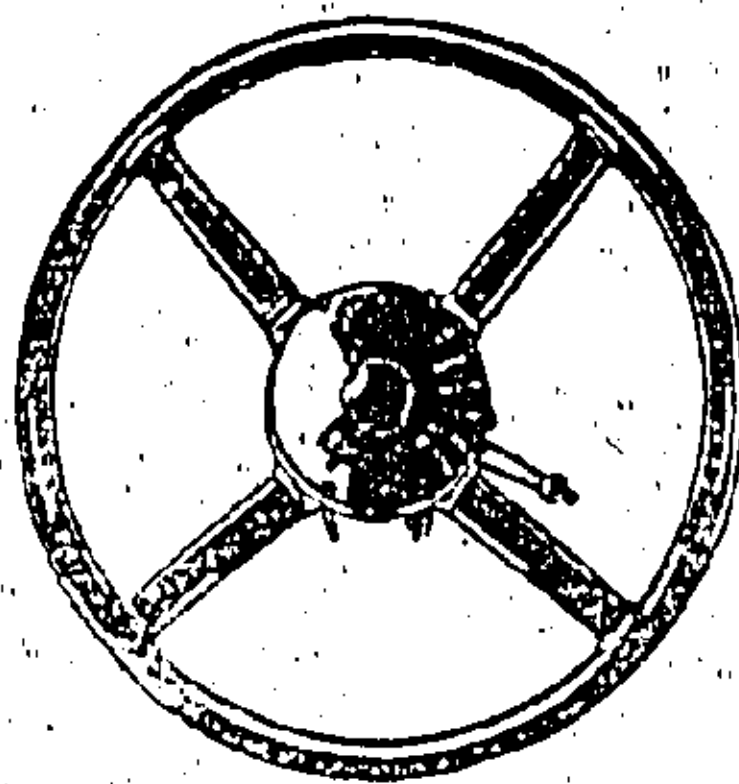
DRIVING SIMPLIFIED.

[By E. T. Kennedy.]

Of an old woman who visited the Zoo, the story is told that she looked the giraffe up and down, rubbed her eyes, looked again, and said, "I don't believe it."

That story probably will be told of many people after they have driven the Armstrong-Sideley, equipped with its extraordinary automatic gear change.

I might almost tell it about myself. Knowing what to expect when I climbed in the car, I still found it hard to believe, for this gear-box promotes the novice driver to the status of an expert motorist. It removes doubt, fear, discomfort, and noise from the operation of changing gears. It eliminates the task (tedious to the non-mechanical



This is the small lever on the steering wheel of the Armstrong-Sideley which replaces the conventional gear shift lever and selects speeds in the automatic gear box.

(mind) of learning the complex art of driving. With a car of this kind any novice who is shown the brake, accelerator, and which controls, and is told which way to turn the steering-wheel, can learn to drive and attain proficiency within 15 minutes.



YOUR CAR SHOULD CARRY AN AUTO-TOTAL THE BEST MOTOR CAR FIRE EXTINGUISHER IN THE WORLD

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C. P. MARCEL
Hon. Secretary.

C/o "Hongkong Telegraph"

The method in which this automatic change operates was explained in *The Sun* some months ago, when a model gear-box was imported from England. The first car equipped with the device has arrived, and has been delivered to its owner, but supplies of chassis with this gear-box as standard fitting shortly will be received by the distributors, Messrs. Williams, Hill, and Cameron.

Instead of the conventional gear change lever projecting through the floorboard, the Armstrong-Sideley has a small disc and a spring loaded lever in the centre of the steering column. The selector spines are lettered, and read, from the bottom upwards, Reverse, Neutral, Low, Medium, Normal, High. That gives four forward speeds and reverse.

To drive the car, the clutch control is depressed, the lever placed opposite "Low," the clutch released, and you're off in bottom gear. Gain a little speed, push the lever up to "Medium," depress and release the clutch, and you're travelling in the next gear. Move the lever forward a notch, press the clutch, release it. Repeat that as quickly as you like, and you are sailing along in top gear. The task of driving is just as effortless as that.

The lever can be slid up and down the segments of the disc without altering the gear engagement, because the clutch control actually controls the alteration of gears—the lever merely selects them.

To change down the gear range the action is exactly the same. Merely select the gear, push the clutch, and release it. A change up or down can be made in a split fraction of a second, without moving a hand from the steering wheel. Obviously, that is an advantage for traffic driving, hill climbing, or safety, for the motorist clearly and effectively can be used for checking the car speed in emergencies.

No Shock, no Noise. It is impossible accidentally to slide the lever into reverse gear, for it has a projecting safety catch, which must first be released. But it is possible to change from reverse to a forward gear while the car is moving backward, and go smartly forward, without shock, by pushing and releasing the clutch.

Driving this car, there is a constant temptation to change up and down the gears, and, except that the engine of the car slackens or quickens, there is no evidence that a change has been made.

The gear-box itself is dumb. It has no any growls or whines. That is because it operates in an epicyclic train, through five separate clutches. There are five driving units in its make up. When low gear is used one unit carries the transmission through one clutch. Second gear brings a second unit into play, and the drive then is through the low and second gear clutches. Third gear introduces a third unit, and top gear locks the units into one compact transmitting gear, in which all are at work. Reverse gear operates as a single separate unit.

That is all very clever and efficient, but the real revolution in driving methods is the ease of operation. Probably an infinitely variable transmission one day will appear in the drive line of a motor vehicle, and it will reduce driving to an absurd simplicity. Meanwhile the Armstrong-Sideley device must be wrenched with the laurels of approval for its contribution towards simplified motoring. The device is fool proof, it is sturdy, and it has been under test for more than a year, so it may be assumed to be developed to resist wear and minimise service.

An experienced mechanic, who watched the wonders of its working neatly summed it up. "Gosh," he breathed, "what a mug's paradise."

NOTICE

TO ADVERTISERS
All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

THE MOTOR UNION
INSURANCE CO. LTD.
Incorporated in England
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SPECIALIZES IN MOTOR INSURANCE

For full particulars apply to:
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York Building. Phone C. 587.

SMOOTH SIX.

Pontiac's Amiable Behaviour.

SPEED SHOWN IN AUSTRALIAN TEST.

[By E. T. Kennedy.]

When the speedometer hit 67 and hung there, the road began to break into corrugations. There was not any weight on the back seat, and a sidewind made the most of the dance of the back wheels. Even with these disabilities, the steering rocked very little and the car was not hard to hold on a straight course.

The speedometer of this Pontiac tower was 5 per cent. fast, but an honest 63 miles an hour for a lightweight car under those conditions was meritorious.

This new Pontiac can move in a hurry. A touring test of 150 miles showed that when it lapped up miles of the Western-road at a continuous rate of 57 to the hour, it moved from Katoomba to the centre of Sydney in 1 1/4 hours, which means pace on the open stretches, for there were some miles of tedious detours, and a solid bank of traffic from Farmington inwards.

Likes to Climb.

The run to the Mountains was made in top-gear. This did not seem a serious task, for the car has a capacity for eating hills which positively is gluttonous. Its motor is efficiently lubricated by a system which keeps it smooth under the hardest work.

Notable, indeed, is the manner in which "wooliness" has been engineered out of the Pontiac's power plant. Its head and combustion chambers must be excellently designed to turn out the power in such a sweet stream. In second-gear the speed winds up to 43 miles an hour without shiver or shake from the motor. At its peak point of revolutions it is quite smooth, with a smoothness that suggests it is better than a medium-priced six.

The car is an easy traveller. It travels easily at speed; it idles easily in traffic; it accelerates

easily from check stops, so that it covers distances quickly; its gear change is so light and easy that it is a two-finger task, and its brakes are effective, easily effective; pulling down speed without demanding much effort.

The steering had one fault—it would not turn the car sharply on flat corners at speed. If there was the slightest bank on a corner, it was possible to hug the inside curve, and still keep the accelerator down. At low speeds the car could be swung around in a circle lightly and effortlessly; but flat corners and speed did not harmonise.

This may have been due to a misalignment of the front wheels, and probably was peculiar only to this particular car.

Many Efficiencies.

With hydraulic shock absorbers to help them, the long springs cushioned the body over the rough patches of the detours, which were ruts and pot-holes decorated with stones. Ordinary corrugations were ridden at better than 50 miles an hour without sway or front-wheel jazz.

Even in the biting cold of a winter morning at Katoomba, the Pontiac started quickly, and reached an efficient operating heat after a few minutes' running; so efficient that the car was ruced up to a speed of 60 miles an hour before it had travelled one mile.

Comfortable seats with deep squabs, handily-placed controls that takes up the drive progressively from a short thrust, and headlight controls operated by the left foot all help to make the Pontiac easy to drive.

Without coasting, the petrol consumption averaged 23.8 miles per gallon. The car was supplied by Messrs. John McGrath, Ltd.

NOVEL SALES IDEA.

An automobile distributor of Hartford, Conn., has hit upon an original scheme of selling his used cars. He has announced that with every used car sold a popular make of electric radio receiver will be given free.

BLAME FOR DRIVER.

The Maryland legislature has considered a bill whereby every automobile operator and chauffeur in the state would sign a paper admitting liability for property damage up to \$1,000 and personal injury up to \$5,000.

MONET-GOYON
THE GREATEST MOTOR CYCLE VALUE.
THE MACHINES WITH
AN INTERNATIONAL REPUTATION

for
RELIABILITY, SPEED, COMFORT
fitted with

VILLIERS 2-STROKE SUPERSPORT ENGINES

and
M.A.G. 4-STROKE SUPERSPORT ENGINES

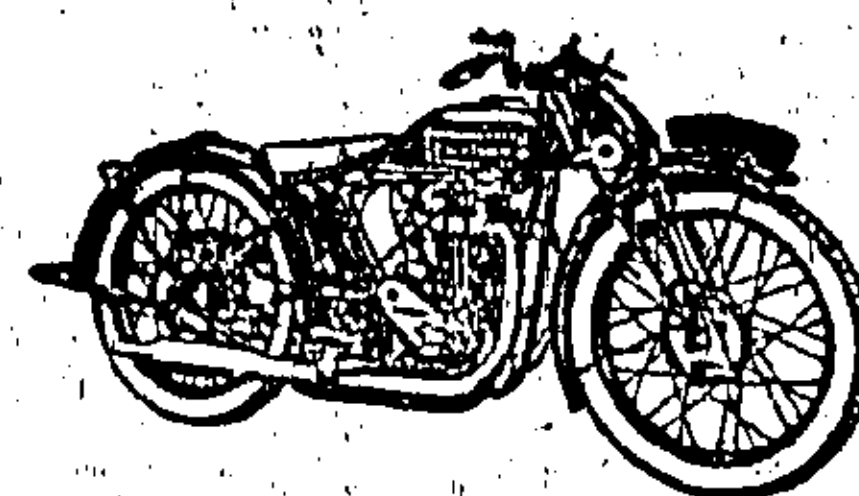
Ask for easy payment plan.

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THAT CANNOT BE EXCELLED

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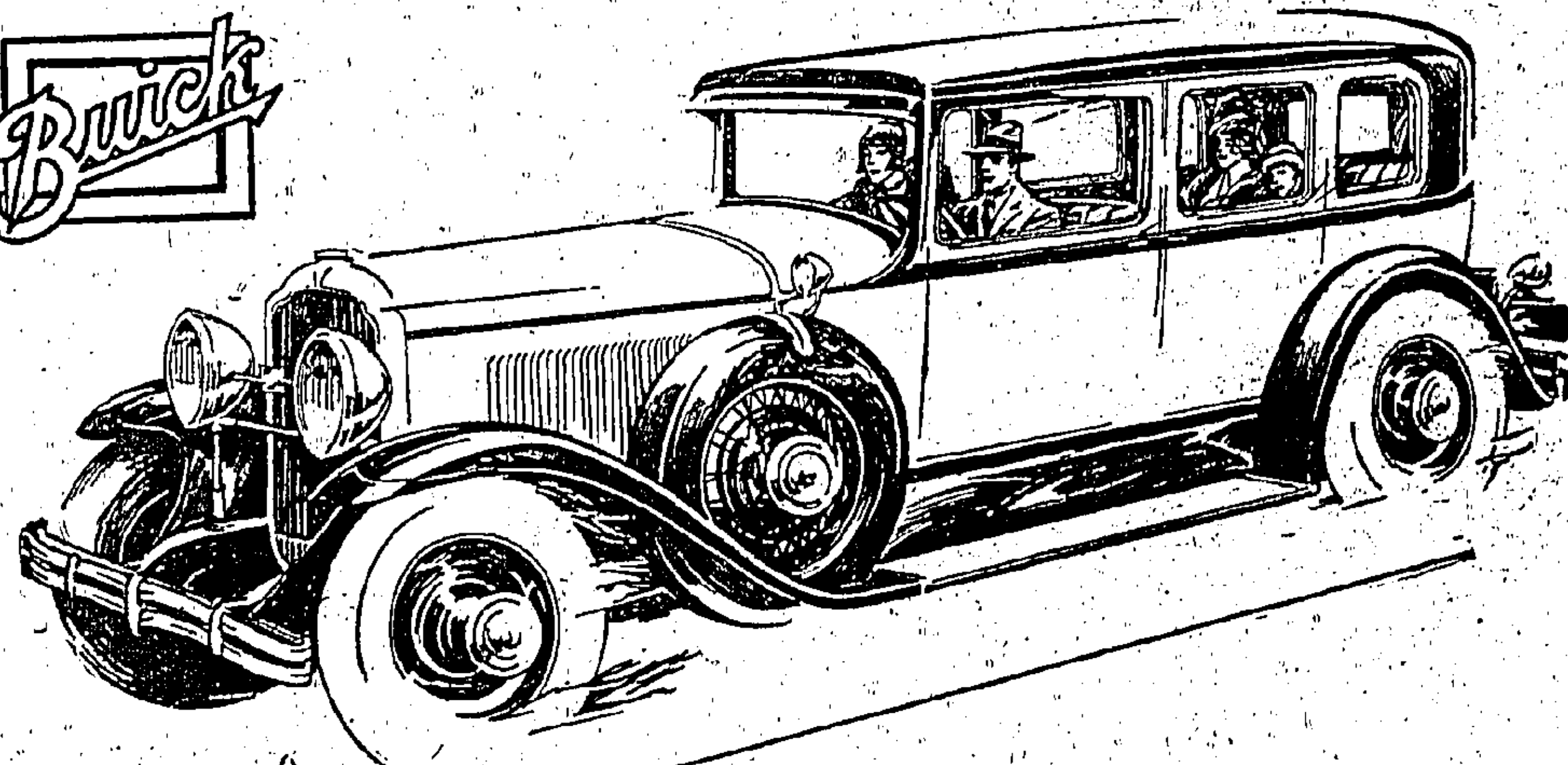
Reliability and Economy

The purchaser of "Excelsior" knows when he buys this machine that it is a motor cycle whose performance is a foregone conclusion—the reliability of which has been proved in every kind of trial or test and under every condition of road or track, and its price is so low that it cannot be beaten.

Apply for particulars.

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Inspect these amazing new Buicks to-day and see for yourself why already thousands have said "It certainly looks great."

THE DRAGON MOTOR/CAR CO., LTD.
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33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

TRAFFIC IN GIRLS
AND WOMEN.LOCAL LAW BEING
STRENGTHENED.BILL AFFECTS MUI TSAI AND
ADOPTED GIRLS.

IMPORTANT CHANGES.

There is shortly to be introduced in the Legislative Council an Ordinance to amend the Protection of Women and Girls Ordinance, 1897.

This Ordinance proposes to make various alterations in the Protection of Women and Girls Ordinance, 1897, some with a view to strengthening the hands of the authorities in dealing with the traffic in women and girls, and some in order to get rid of certain difficulties which exist at present in our legislation.

A New Section.

Section 3 inserts a new section 3A in the principal Ordinance. This new section takes one defence away from the defendant to any charge under section 3 of the principal Ordinance, as it provides that it shall be no defence to any charge under that section that the woman and girl in question consented to the transaction or received any part of the consideration.

It has been suggested that a possible defence to a charge of harbouring under section 18 of Ordinance No. 4 of 1897 would be that the accused was the person who had taken the girl out of the possession of the person having the lawful care of her, and that harbouring and taking are mutually exclusive. It is not to be supposed that the accused would expressly admit the suggested fact, but it would be argued that the evidence for the prosecution would naturally lead to that conclusion.

On the other hand, it is just possible that the evidence of the prosecution would not be sufficient to discharge the onus of proof of a charge of taking under section 26 of the Ordinance, because under that section practically the whole onus is on the prosecution, whereas under section 18 a considerable onus is thrown on the defendant.

"The Word 'Harbour'."

Accordingly, section 4 of this Ordinance amends section 18 of the principal Ordinance so as to make it clear that the person who abducts or imports may be convicted of harbouring. The opportunity is taken of expanding the word "harbour" into "harbour, detain or have under control."

Section 32 of the Protection of Women and Girls Ordinance, 1897, Ordinance No. 4 of 1897, had a curious history in the past. The section first occurred in 1889, and in its present form it is not quite satisfactory, especially in view of the provisions of the Female Domestic Service Ordinance, 1923, Ordinance No. 1 of 1923. Section 5 of this Ordinance proposes to substitute a new form of the section.

In the first place, the present section negatives in undesirable wide terms the right of a parent to the custody of a girl where the parent has parted with the girl for the purpose of adoption into another family, or has received money for parting with the custody of the girl for any purpose.

Guardianship Vested.

The proposed new section 22 does not expressly negative any right on the part of the parent, but merely vests the guardianship of the girl in such a case in the Secretary for Chinese Affairs. It empowers the Secretary for Chinese Affairs as legal guardian to make any order regarding the custody of the girl which he may think desirable in her interests, subject to one qualification which is referred to below.

In making any such order the Secretary for Chinese Affairs would no doubt give full weight to the natural and moral claim of the parent to the custody of the girl. Thus, the Secretary for Chinese Affairs will still have the full rights of a legal guardian, but there will be no provision to suggest that the natural claims of the parent have been extinguished. Further, there will be nothing to suggest that the parent could not successfully assert a claim as against a third party to the custody of the girl if the Secretary for Chinese Affairs were not to exercise his legal right of guardianship.

Legal Guardian.

In the second place, the present section appears to give the Secretary for Chinese Affairs the full and unfettered right of a legal guardian. Section 10 of Ordinance No. 1 of 1923, however, considerably limits his right to restore a girl who is a *mui tai* to the custody of her parent or

BAZAAR AND FETE.

ATTRACTIVE FUNCTION
TO-DAY & TO-MORROW.

Those who are interested in the cheap sale of needle work and embroidery are reminded that the bazaar and fete of the Precious Blood Convent is to be held at Wah Yan College, Robinson Road, to-day and to-morrow. Mrs. R. H. Kotewall will perform the opening ceremony.

The following stalls will be in operation:—Foul Play, Ma-jong, Ping-Pong, Throw, Fishing, Into the Monocle, White Mouse Den, Hitting Squares, The Delphi of Apollo, Hoop-la, Weight Judging, Hidden Treasure and Ten Cents Raffle.

Of these stalls the most interesting is the Delphi of Apollo. A few beautiful birds have been intelligently trained to draw oracles at command. Each oracle bears a number tallying with a prize. To verify the oracle, another bird will be commanded to pick the same number from the whole lot, which will have been shuffled. The Ma-jong game is also quite amusing.

The prizes are very attractive. Many boy and girl students from various schools will be rendering a helping hand, and the St. Louis Band will be in attendance. Apart from the enjoyment to be had, there is the added fact that by patronising this fete the public will be aiding a most worthy cause.

natural guardian. There is a distinct conflict here between the two Ordinances. No doubt the latter Ordinance would prevail, but it is advisable to make that position quite clear.

Accordingly, the proposed new section 32 provides that the rights of the Secretary for Chinese Affairs as legal guardian shall be subject to the provisions of section 10 of Ordinance No. 1 of 1923. That section provides that any *mui tai* who wishes to be restored to the custody of her parent or natural guardian, and any *mui tai* under eighteen whose parent or natural guardian wishes such *mui tai* to be restored to his or her custody, shall be restored to such custody unless the Secretary for Chinese Affairs sees some grave objection in the interest of such *mui tai* to such restoration.

In the third place, it might be argued that the declaratory clause of Ordinance No. 1 of 1923, i.e., section 2, negatives the right of guardianship conferred on the Secretary for Chinese Affairs by section 22 of Ordinance No. 4 of 1897. Reasons are given in the Objects and Reasons attached to the Female Domestic Service Amendment Bill for suggesting that the conflict here is only apparent, but it has been thought better to make the matter quite clear, and this is being done by means of a new section 23 which in Ordinance No. 1 of 1923. That new section will provide that nothing in Ordinance No. 1 of 1923 is to affect any right of guardianship vested in the Secretary for Chinese Affairs under Ordinance No. 4 of 1897, or to be vested in him under Ordinance No. 4 of 1897 as amended by this Ordinance.

Right of Search.

Section 39 of the principal Ordinance gives to the Secretary for Chinese Affairs, and any officer authorised for that purpose by him in writing, power to search any vessel or place where he has reasonable cause to suspect that there is any woman or girl who may be liable to be dealt with under the Ordinance, or in which he has reasonable cause to suspect that an offence against the Ordinance is being committed. It also gives power to search for the purpose of ascertaining whether there is in any vessel or place any woman or girl who may be liable to be dealt with under the Ordinance, or for the purposes of ascertaining whether any offence against the Ordinance is being committed there.

The section gives power to remove and detain the woman or girl, but it gives no power to arrest, and it gives no power to seize documents or other articles which may be evidence of an offence. It also fails to make it an offence to obstruct any such search.

Section 6 of this Ordinance substitutes a new section 39 which will remedy the above defects. The new section also gives to the Secretary for Chinese Affairs, and to the authorised officer, the right to put questions to persons found in any vessel or place searched under the sections and it requires such persons to answer such questions, truthfully, and to obey any order given connected with the search.

It also makes it an offence to force or induce a woman or girl who is liable to be dealt with under the Ordinance to conceal herself, or to escape, with a view to evading or obstructing the search.

COLONY'S CREDIT
BALANCE.SLIGHT DECREASE AT THE
END OF JUNE.

HALF-YEAR'S FIGURES.

The Colony's expenditure during June exceeded the revenue, with the result that the credit balance at the end of the month had shrunk to \$10,017,615, compared with \$10,230,049 at the end of May.

The revenue for June was \$1,529,335, compared with \$1,671,280 for the same month last year.

For the first half of the year, the total income was \$11,494,573, against \$11,420,424 for the same period in 1928. This was on an estimate for the whole year of \$22,278,600.

The expenditure during June totalled \$1,741,768, against \$1,677,092 for the same month in 1928.

Outgoings from January to June were \$9,568,591, compared with \$9,867,368 for the first half of 1928. The estimated expenditure for the whole year was \$24,799,653.

QUEEN'S THEATRE.

"THE LAST WARNING"
FINISHES TO-DAY.

"The Last Warning," Universal's mystery special starring Laura La Plante, at the Queen's Theatre, now being shown, is hailed as an unusual and spectacular production.

From the very acquisition of the story through every phase of the work of production Carl Laemmle's orders that this be made into a special were adhered to on a grand scale.

Remembering what a tremendous success Paul Loni had made in directing Laura La Plante in "The Cat and the Canary," Laemmle decided to give the director-star combination a chance to outdo their spectacular work in this other mystery story. He put every facility of Universal studio at their command and gave them a free rein. The result is that critics say "The Last Warning" is more terrifying and mysterious than anything ever seen before on the screen.

The supporting cast of "The Last Warning" has unusual strength. It contains artists of such prominence that many of them could carry a picture on their own shoulders.

You remember the thrills and chills of that outstanding success, "The Cat and the Canary"? The same production abilities have combined in "The Last Warning," and they have surpassed their previous effort in the mystery field. The story is entirely different, and the director, Paul Loni, defies anyone to solve the mystery he foreshadowed. Laura La Plante is starred. A large cast is in support. The photograph is from the stage play of the same name which ran for so long on Broadway. The story takes place in a haunted theatre. The eerie things begin to happen when a producer rents a theatre which has been vacant five years.

LETTER GOLF
SOLUTION.

Here is the solution to the puzzle on another page.
GATE, DATE, DARE, DARN,
YARN, YARD.



"Surely you recall that town, Egbert—where we got those delicious waffles with sausage."

RADIO 'PHONE.

BUSINESS MEN EAGER.

London, Sept. 17. Arising from the beam cable merger, the Post Office has completed arrangements for the transfer of the beam service to the Marconi Co.'s offices in the city, while the Imperial cable service will move to the Eastern Telegraph Co.'s Electric House premises. The actual transfer will become operative on September 29.

The Government will retain control of the wireless and telephone services, the development of which will proceed steadily. The London-New York service is working practically continuously all day at 2 1/2 minutes, and is often engaged for a whole hour by financiers.

The next extension will be to Australia. Prolonged tests have proved satisfactory, and the inauguration merely awaits agreement regarding the charges. Many British business men are anxious to use the telephone, especially those wishing to confer with their Australian representatives. They say that telephone conversations will replace personal overseas visits.

"Half-an-hour's talk on the telephone will clear up points which at present necessitate a costly journey, occupying over three months."

AMERICAN STOCKS.

CABLED QUOTATIONS FROM
NEW YORK.

The following quotations as at the close of the market on Friday have been received from their correspondents Messrs. Hayden, Stone and Co., of New York, by Messrs. Swan, Culbertson and Fritz, Sassoon House, Shanghai, (cable address: "Swanstock," (Shanghai), who are not responsible for the cable mutilations.

	Previous Price.	Latest Price.
Ancon Copper	131	117*
Bethlehem Steel	119	120
Baltimore and Ohio	125	134
Chrysler Corp. (Common)	58	54
Erie Rly Co.	85	85
General Motors	95	113
General Rly Signal	111	
Goodyear Tyre and Rubber	104	103
Granby Consolidated	85	86
Copper	85	86
International Cement (Common)	64	64
Missouri Pacific (Common)	98	98
Liggett and Myers "B"	104	105
Nevada Consolidated	47	48
Copper	80	92
Radio Corporation of America (Common)	44	44
Standard Oil Co. of New York	79	79
Southern Pacific	143	143
Yucatan Corporation	65	65
United States Steel	231	231
Vacuum Oil	128	125

The repeat programme presented by the Warwick Revue Company at the Star Theatre last night was enjoyed by a small but very appreciative audience. The evening's entertainment was an unusually good one, the whole thing being up-to-date and far ahead of anything of its kind that has ever been presented in Hongkong. To-night the company presents "High Lights," and if it is half as good as was last night's show, it will be well worth while seeing. Those who fail to attend these entertainments will certainly miss a wonderful chance.

The Very Idea!

The silent piano has arrived! Vienna, according to a cable from the Daily News correspondent in that city, has added another laurel to its crown as a benefactor to the musical part of humanity. The piano is so constructed that the sound waves reach only the player who wears special headphones. In other words a musician may short-cut, under appropriate by-laws, be compelled to consume his own music. It is another dream—Mr. Spodnoodle come true. The news spread like a forest fire through London, and it brought joy to many a burdened mind outside the scope of medicine and religion, and the expectation of longer life to scores of suburban residents.

"Bit of a Socialist, ain't he, Jim?"
"Not 'arf, he ain't. Why, he borrows my money, 'elps 'imself to my fags, and now I'm blowed if 'e don't want to write to my gell!"

A recent article in a Home paper on "Our Wonderful Language" reminds "F. C. V." of the young Frenchman who, on being told by a lady that her daughter was very delicate, replied, "But I thought that Miss—was so very indelicate!"

"The poor foreigner's troubles don't end with the language, however," continues the correspondent. "I was once travelling in a dining car in England. At our table were a young Frenchman, two ladies, and myself, all strangers to each other. When the waiter brought round the wine list the Frenchman asked us all to have a drink. He was so obviously trying to adapt himself to what he imagined was the usual English custom that it was difficult to refuse without hurting his feelings."

"However, a pleasant conversation ensued, in which I tried to explain our English way of 'standing drinks,' emphasising the necessity of returning the compliment. The Frenchman pondered a moment and then made a rather logical summing up as follows: 'I buy you a drink. You buy me a drink. These drinks—they are not gifts then.'"

Howlers again!
A passive verb is when the subject is the sufferer, as "I am loved." The masculine of "vixen" is vicar.

Wolsey saved his life by dying on the way from York to London.

"Ah, Mr. Whistler," said an admirer of the eccentric artist once, "I know of only two painters in all the world—Velasquez and yourself."

"Why," said Whistaler in his softest tones, "why drag in Velasquez?"

On another occasion an admirer said, "I see you everywhere in nature—in the sky, in the clouds, in the water."

"Yes," said Whistler with an air of inimitable self-complacency, "Nature is very apt. She shows a decided improvement since I took her up."

When you see a man sitting on a park seat and filling his pipe from three separate pouches, you may be pardoned for a certain amount of curiosity (writes a correspondent of the Liverpool Post). I saw a man going through such a ceremony the other day, and in answer to my query, he willingly explained his action.

The first pouch contained green grass, of which he put in the bottom of the bowl as much as is usually knocked out by less thrifty men in the form of dottle. Then came a good layer of his favourite plug, well rubbed up, from the second pouch, and the top dressing was of light cigarette tobacco to ensure a quick take-up on the application of the first match.

"I have been doing it for years," he told me, "and if everybody did the same, tobacco shares wouldn't be where they are to-day."

THE HOCKEY CLUB.

TEAM TO MEET H.K.S.R.A.
ON WEDNESDAY.

The following have been selected to represent the first team of the Hongkong Hockey Club in their match with the H.K.S.R.A. on the Marina ground at 5.15 on Wednesday—C. L. Gregory, W. Woodward, J. Rodger, C. Butler, A. A. Dang (captain), J. E. Normish, G. E. R. Dyett, R. W. Shipp, E. D. Lawrence, E. C. Fincher and C. C. Francis.

Yesterday's Match.

The Hongkong Hockey Club "A" team beat the Y.M.C.A. hockey players at King's Park yesterday afternoon, following a very strenuous game, by two goals to one.

The Y.M.C.A. were handicapped by the absence of their regular goalkeeper, but put up a fine game, and had the better of the play in the second half. T. J. Price and Watson (who scored) were outstanding players for the Y.M.C.A., who have got together quite a good team and are looking forward to a successful season.

The Y.M.C.A. will be seen out again at King's Park this afternoon, when they meet the Kowloon Ladies, play commencing at 4.30.

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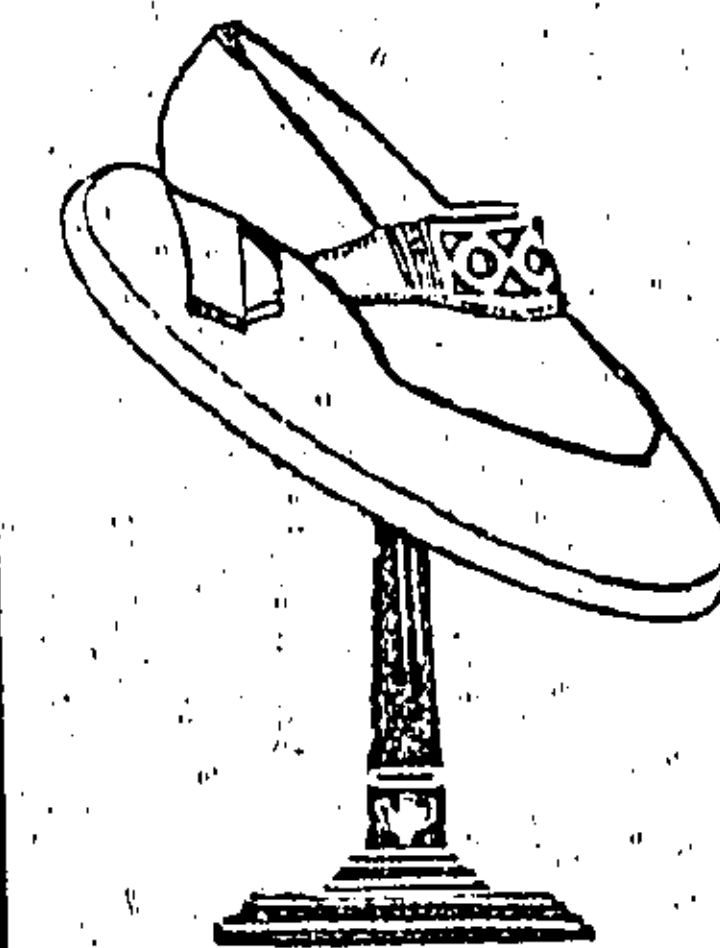
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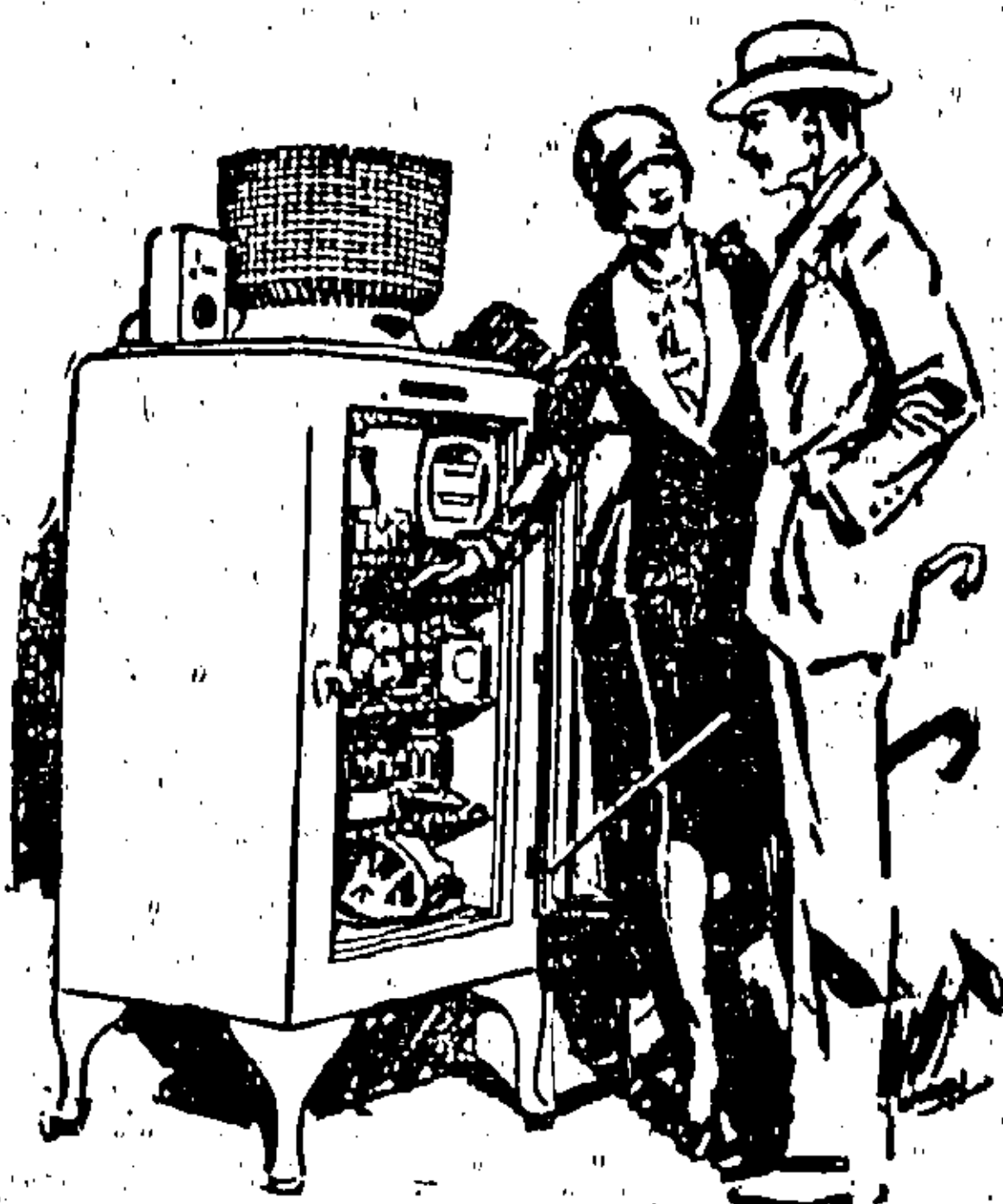
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S.E. ENGLAND ELECTRICITY SCHEME.
BRITISH MATERIALS TO BE USED.

The whole of the material used in the contract placed by the Central Electricity Board with the General Electric Co. Ltd., for one section of the overhead transmission lines in the south-east of England, will be manufactured in Great Britain.

An official of the company stated that the contract, the value of which was approximately \$500,000, would cover the erection of the 132,000 volt line in the district north of the Thames, stretching from Reading on the west to Peterborough on the north, and Ipswich and Colchester on the east. The total mileage of the overhead transmission would be 254 miles, and the total actual length of conductor would be 1,300 miles.

The contract would be carried out by the General Electric Company with the assistance of their associated company, the Pirelli-General Cable Works, Ltd., of Southampton, the latter company carrying out all the actual erection work. The work of erection would take in all three years, and employment would be given in the actual erection work to between 500 and 1,000 men. In addition to that employment would be given to large numbers in the manufacture of the steel towers, steel aluminium conductors, insulators, and other accessories.

The overhead lines are one section of the system of overhead lines covering the whole of England and Scotland which are being erected by the Central Electricity Board with the object of linking up the main generating stations throughout the country and affording a cheap supply of electric power in all districts.

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THE WORLD OF SPORT



BILLIARDS LEAGUE.

ST. PATRICK'S CLUB TEAM
DEFEAT "THE REST."

The Sergeants' Mess of the Somerset Light Infantry at Shamshupo was gaily decorated with flags and coloured lights last night, on the occasion of the presentation of the Steel, Coulson Billiards League Tournament.

Winners of the League were the St. Patrick's team, which consisted of Messrs. L. E. Remedios (captain), E. L. Barros, F. M. da Cruz, C. P. Yee, S. M. da Cruz, and M. L. Baptista. They were each presented with handsome miniature billiard tables, complete with tiny cues and rests, worked in solid silver.

During the evening a match was played between the League winners and "The Rest," and resulted in a win for St. Patrick's after a closely contested and interesting game. The scores were St. Patrick's 497 points, "The Rest" 495 points.

After the match the prizes were presented by Mrs. O'Hare, wife of the Regimental Sergeant-Major of the Somerset. In addition to the individual prizes a handsome silver trophy cup was handed over to the St. Patrick's team.

During the evening a dance was held on the tennis courts outside the mess, music being provided by a jazz band from the S. L. I. Several hundred visitors took part in the dancing, and formed an audience for the billiards players earlier in the evening.

The credit for the successful gathering belongs largely to Mr. Remedios and to C. S. M. Leigh (S. L. I.), Hon. Sec. of the League.

WEIGHT LIFTING.

RECORD MADE AT Y.M.C.A.
EXHIBITION.

A concert and an exhibition of weight lifting by members of the newly formed Health and Strength League was held at the Naval and Military Y.M.C.A., on Wednesday night. The concert programme was arranged by Mrs. H. Davenport-Browne, assisted by Miss McGill and Messrs. W. Dudley Barlett and R. Sutherland, all of whom rendered items for the benefit of a large audience of service men.

During the exhibition of weight lifting one of the contestants, Sharp, of H. M. Submarines, broke the record for the "Rectangular Box" by lifting a weight of 110 lbs. The League's Instructor, Mr. A. D. Spoor, pointed out that as he is a member of the British Amateur Weight Lifting Association, this record, and any others made by members of the League, would be recognised.

Another interesting exhibition was given by Reid, K.O.S.B., who up to the formation of the Y.M.C.A. League had had no experience in weight lifting. One of his exercises was the placing of a barbell weighing 105 lbs. above his head with one hand in two motions. The other consisted of lifting a weight of 110 lbs. above his head in one motion.

Great interest is being taken in the League, particularly by service men, and it is hoped to give regular exhibitions soon.

THE KOYLI CUP.

K.O.S.B. TEAM BEAT "O.S."
COMBINATION.

Brilliant afternoon sunshine, cool weather, and a good playing field made for perfect polo conditions at the Hongkong Polo Club's Ground yesterday afternoon. The K.O.S.B. team beat the "O.S." team in the K.O.Y.L.L. contest by four goals to two. This qualifies the K.O.S.B. players to meet the Civilian team on Wednesday next.

Play was fast throughout the game and some of the goals scored were exceptionally good ones. Although the winning team won by so comfortable a margin, the game was anything but one sided and every goal scored was well earned.

The teams were made up as follows: K.O.S.B.—Mr. Shillington, Mr. Scott-Elliott, Captain Abbott, Mr. Welch.

"O.S."—Colonel Brownrigg, Major Philby, Major Wolfe-Murray, Captain Blakewell.

The Civilian team who will meet the K.O.S.B.'s on Wednesday consist of Messrs. Newbigging, Gordon, Heard and Stanton.

FANLING GOLF.

STARTING TIMES FOR THE
OLD COURSE.

The following starting times have been drawn for the old course at Fanling for Sunday and Monday:

Sunday.

9.12 a.m., W. J. S. Key, S. T. But-

lin. 9.24 a.m., O. Eager, R. K. Hep-

burn. 9.28 a.m., C. Mycock, J. P. Sherry.

9.32 a.m., Major Beamish, A. E. Lissaman.

9.36 a.m., A. D. Humphreys, E. des

Voies. 9.40 a.m., P. Jacks, B. J. Lacon.

9.44 a.m., A. C. I. Bowker, J. R. Collis.

9.48 a.m., A. H. Penn, J. R. Hinton.

9.52 a.m., A. G. Coppin, K. I. Dugan.

9.56 a.m., G. E. Towns, H. C. Whit-

tail. 10 a.m., E. D. Black, M. G. Mills.

10.04 a.m., D. J. Gilmore, H. U. Ireland.

10.08 a.m., E. D. Lawrence, K. S. Morrison.

10.12 a.m., T. S. Whyte-Smith, A. O. Brown.

10.16 a.m., S. M. Mayes, J. A. Bloomfield.

10.20 a.m., R. H. D. Wade, R. Stock.

10.24 a.m., J. M. Walker, C. E. Sandstrom.

10.28 a.m., M. B. Mathews, G. E. B. Tytler.

Monday.

9.28 a.m., W. G. Lorimer, J. Forbes.

9.32 a.m., B. J. Lacon, B. C. Hal-

lowes. 9.36 a.m., P. Jacks, A. Davenport

Brown. 9.40 a.m., H. R. Start, G. Tinson.

9.44 a.m., H. Hight, A. Judd.

9.48 a.m., H. Graves, G. W. Garrett.

9.52 a.m., A. B. Purves, T. C. Monaghan.

9.56 a.m., C. B. Mathews, H. C. Whittall.

10 a.m., J. S. Drummond, J. M. Norrie.

10.04 a.m., N. Currie, W. A. Stew-

art. 10.08 a.m., W. J. Roberts, W. A. Butterfield.

10.12 a.m., E. D. Lawrence, E. P. Fletcher.

10.16 a.m., R. A. Green, G. E. B. Tytler.

10.20 a.m., R. P. Moodie, A. N. Other.

BOXING ASSOCIATION.

TOURNAMENT ACCOUNT
LOSS OF \$984.

The General Committee of the Hongkong Boxing Association in their report for the year ended June 30th, state:

The Tournament Account shows a loss of \$984.39 and the General Account a profit of \$185.65 and the amount now standing to the credit of the Association in the Hongkong and Shanghai Banking Corporation is \$68.71.

During the season, Signalmen Morris H.M.S. "Magnolia" won the Welterweight Championship by defeating Marine Fraser, H.M.S. "Tamar"; Leading Seaman Mudge, H.M.S. "Bewick" won the Featherweight Championship by defeating Signalmen Shona, H.M.S. "Scrap" and Able Seaman Davies, H.M.S. "Hermes" won the Lightweight Championship by defeating Leading Seaman Hall, H.M.S. "Titania".

As a result of the extremely poor attendances at the tournaments during the season under review the funds of the Association are at a very low ebb. The General Committee hope for very much better support from members and the general public during the coming season, without which it will not be possible to carry on.

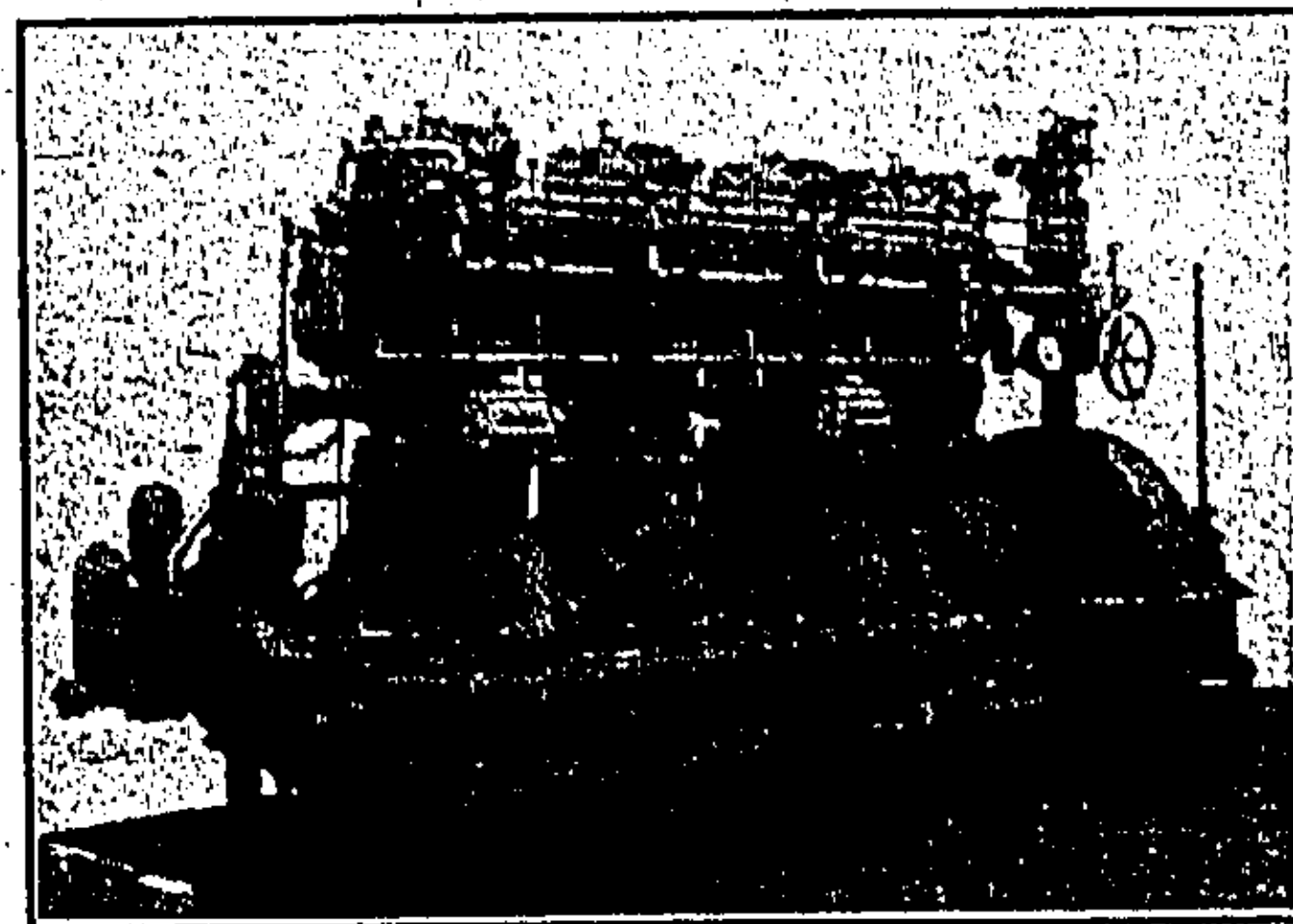
Under the Rules of the Association all the Officials (except the President and Vice-President) and the Members of the General Committee retire at this meeting. Mr. R. M. Dyer and Mr. J. Scott Harston offer themselves for re-election as Chairman and Vice-Chairman of the Association respectively. Mr. J. Brax offers himself for re-election as Manager. Mr. T. G. Bennett offers himself for election as Honorary Secretary and as Treasurer.

Mr. Archibald Ritchie has very kindly audited the accounts during the absence of Mr. John Fleming who offers himself for election as Honorary Auditor of the Association.

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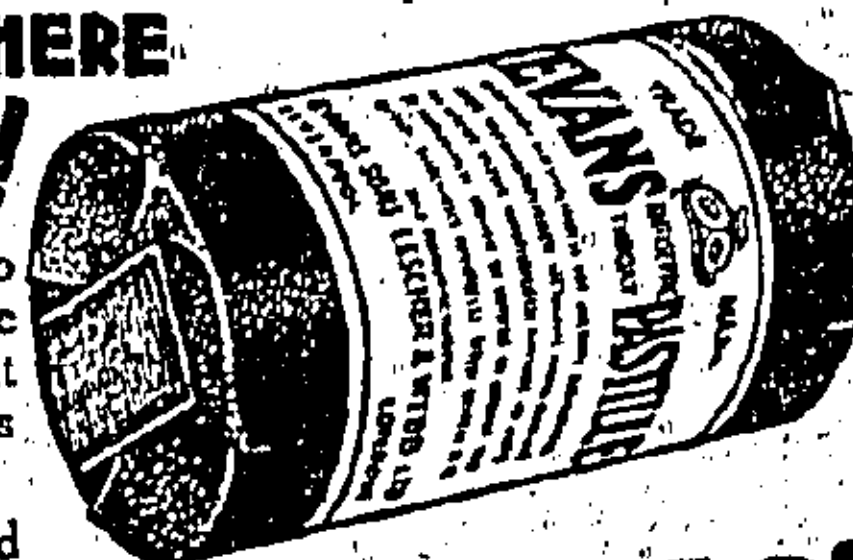
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THE HONGKONG ELECTRIC CO.
SHOWROOM.

BRUTAL CRIME.

FAMILY OF FIVE WIPED OUT.

Paris, Sept. 17. "Gentlemen of the jury, perform your duty, I demand the death penalty for my son!"

Thus, dramatically a rugged French woodcutter addressed a jury, and his youthful son, found guilty of a series of ghastly murders, received the death sentence. His partner in crime, a youth, of 16, was sentenced to 20 years' imprisonment.

The two lads, Jules Ughetto and Stephan Mucha, were charged in Village Digne, Provence, with murdering an entire family of five persons.

After seeking shelter at a farmhouse for the night, they shot the farmer, his wife, two children, and an aged servant in cold blood.

The entire population of the usually peaceful countryside seethed with fury and vowed to apply Lynch law, hence the court was guarded like a fortress with 40 mounted police and 70 foot police.

Crowds gathered outside and heard snatches of the proceedings through the windows, which evoked murmurs and hisses. The prosecutor informed the judge, "With infinite regret," that Mucha was five days under 16 when he committed the murders, and therefore was not eligible for the penalty, the maximum sentence being 20 years.

The Spartan plea of Ughetto's father was fulfilled, and his son was sentenced to death. Mucha received a sentence of 20 years.

London, Sept. 17. "I do not wear my licence badge because it is numbered 13," said Thomas Ward, a motor coach driver, who was summoned at Southend for not exhibiting his badge. He added: "People seeing the unlucky number refuse to enter the charabanc. If they see it when they are seated they immediately get out."

The magistrate asked the police inspector to give Ward another number. He told Ward that he was unlucky enough to have to pay 4s cost.

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"SEIZE KABUL!"

WOMEN INSPIRE REVOLT.

London, Sept. 17. The Duranti tribesmen, says the Lahore correspondent of the Daily Mail, who are at present occupying Kandahar, Afghanistan, have not met with resistance from King Habibullah's troops.

A regiment of these forces mutilated and hoisted ex-King Amanullah's flag, enabling the tribesmen to seize much arms and ammunition. It is believed that the appeal for vengeance made by the widow of Amanullah's brother-in-law, whom Habibullah executed, stimulated the revolt. The women of Amanullah's family, at present imprisoned at Kabul, have called on the Mahmud tribesmen in the name of Allah to save them from further disgrace and torture at the hands of Habibullah.

Nadir Khan, the former Afghan Minister at Paris, who is leading the revolt, has offered a reward of \$187,500 to whoever first enters and occupies Kabul.

"GENTLEMAN BRIGAND" OF GREECE.

London, Sept. 17.

After a week in the clutches of Tzazas, the so-called "Gentleman Brigand of Greece," six captives, including Senator Hadjikaliti and his daughter, were released on payment of a ransom of \$1,333, to which Tzazas had reduced his original demand for \$13,335.

Hadjikaliti, says the Athens correspondent of the Manchester Guardian, was suffering from exhaustion, owing to his advanced age and the privations he went through. Tzazas originally captured 100 holiday makers, who were descending on donkeys from the mountain resort of Periculi to Tricula.

He made the men turn out their pockets. He took their names and retained the wealthiest, and sent in the remainder to Tricula with a demand for a ransom. Thousands of troops and police are now scouring the mountains in search of Tzazas's gang, but it is feared that the trail has been lost owing to the brigands ordering the released captives not to move all night, which enabled them to make a clean getaway. Pursuit hitherto was withheld owing to fear for the captives' lives.

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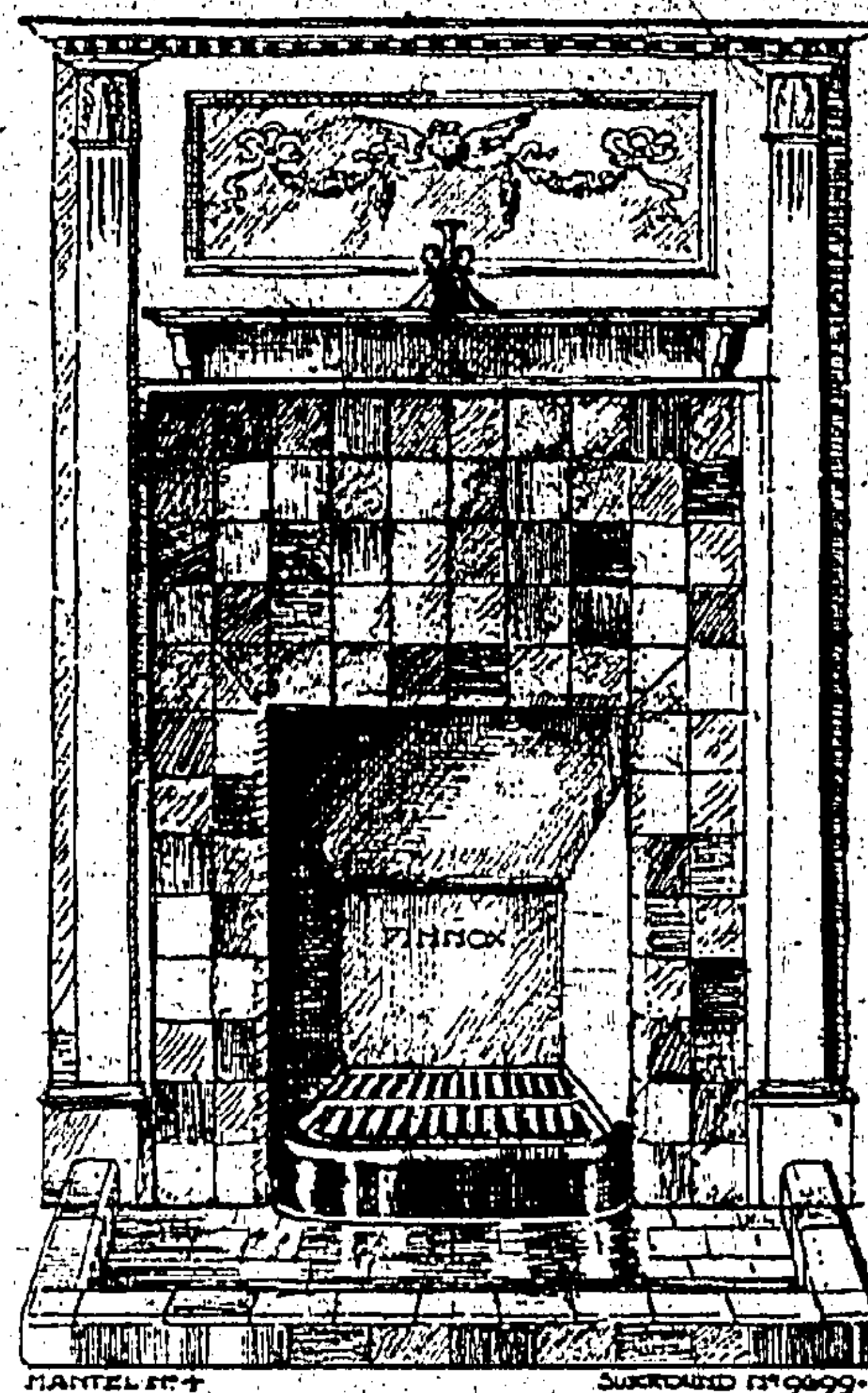
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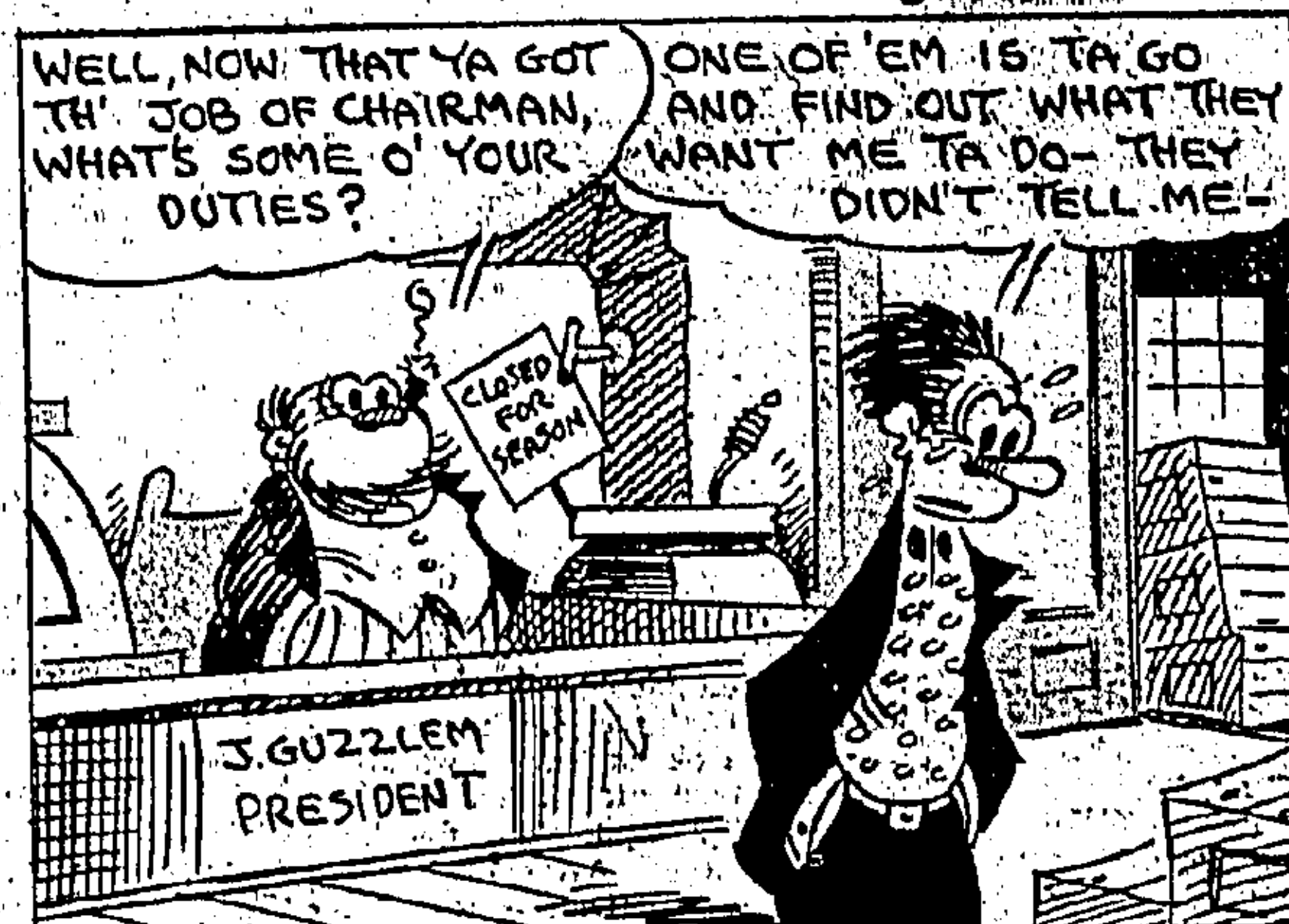
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WHITEAWAYS VALUES

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TO VICTORIA & VANCOUVER**
17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

Empress of Asia	Leave	Shanghai	Kobe	Yokohama	Vancouver
Oct. 31	Nov. 3	Nov. 6	Nov. 9	Nov. 12	Nov. 18
Nov. 13	Nov. 16	Nov. 19	Nov. 21	Nov. 24	Nov. 30
Nov. 27	Nov. 30	Dec. 3	Dec. 5	Dec. 8	Dec. 14
Dec. 18	Dec. 21	Dec. 24	Dec. 26	Dec. 29	Jan. 4
Jan. 15	Jan. 18	Jan. 21	Jan. 23	Jan. 26	Jan. 31
Feb. 12	Feb. 15	Feb. 18	Feb. 20	Feb. 23	Mar. 1
Mar. 5	Mar. 8	Mar. 11	Mar. 13	Mar. 16	Mar. 22
Mar. 19	Mar. 22	Mar. 25	Mar. 27	Mar. 30	Apr. 5
Apr. 9	Apr. 12	Apr. 15	Apr. 17	Apr. 20	Apr. 26
Apr. 29	May 2	May 5	May 7	May 10	May 17
May 15	May 18	May 20	May 22	May 25	May 30
June 2	June 5	June 7	June 10	June 12	June 18
June 25	June 28	July 1	July 3	July 6	July 12
July 10	July 13	July 15	July 17	July 20	July 26
July 23	July 26	July 28	Aug. 1	Aug. 4	Aug. 10
Aug. 7	Aug. 10	Aug. 12	Aug. 14	Aug. 17	Aug. 23
Aug. 20	Aug. 23	Aug. 25	Aug. 27	Aug. 30	Sept. 5
Sept. 17	Sept. 20	Sept. 22	Sept. 24	Sept. 27	Oct. 3
Oct. 2	Oct. 5	Oct. 7	Oct. 9	Oct. 12	Oct. 18
Oct. 15	Oct. 18	Oct. 20	Oct. 22	Oct. 25	Oct. 31
Nov. 3	Nov. 6	Nov. 8	Nov. 10	Nov. 13	Nov. 19
Nov. 12	Nov. 15	Nov. 17	Nov. 19	Nov. 22	Nov. 28

Regular sailing hour: Noon. But Empress of Canada Nov. 13, will sail 6 a.m.

(E/Asia & E/Russia call at Nagasaki the day after departure from Shanghai.)

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONGKONG-MANILA SERVICE

Leave	Arrive	Leave	Arrive
Hongkong	Manila	Manila	Hongkong
Oct. 22 5 p.m.	Oct. 24	Empress of Asia	Oct. 26
Nov. 5 5 p.m.	Nov. 7	Empress of Canada	Nov. 8
			Nov. 10

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Zealand and Tasmanian Ports
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS
PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS

STEAMER	DUE HONGKONG	DUE TO SAIL
CHANGE TAIPING CHANGE TAIPING	In Port	18th October

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S.S.	THROUGH	21st October
M.S. "SUNATRA"
M.S. "FOLMOSA"	...	7th November
M.V. "SHANTUNG"	...	18th November

* Also loading direct for Trieste.

SHANGHAI, JAPAN PORTS AND VLADIVOSTOK.
M.V. "SHANTUNG" ... 17th October

For further particulars apply to the Agents

GILMAN & CO., LTD. G. E. HUYGEN.
Hongkong. Canton.



FRENCH MAIL STEAMERS.

Sailings from Hongkong.

To	Destination	Ship	Date
TO MARSEILLES via Saigon, Singapore, Colombo, Djibouti	(Aden) Suez, Port-Said.	G. METZINGER	22nd Oct.
TO YOKOHAMA via Shanghai & Kobe.		ANDRE LEBON	5th Nov.
		PORTHOS	19th Nov.
		CHENONCEAUX	3rd Dec.
		ATHOS II	17th Dec.
		D'ARTAGNAN	31st Dec.
		ANGERS	14th Jan.
		SPHINX	28th Jan.

We can issue through tickets to Egypt, Syrian ports, East Africa, Madagascar by transhipment on our mail steamers at Port-Said or Djibouti.

COMMERCIAL LINE.

From DUNKIRK Hamburg, Rotterdam, (Antwerp):

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Cie. des MESSAGERIES MARITIMES.

Telephones: C. 651 & 740. 3, Queen's Building.

CORRESPONDENCE.

Protection of Animals.

[To The Editor of Hongkong Telegraph.]

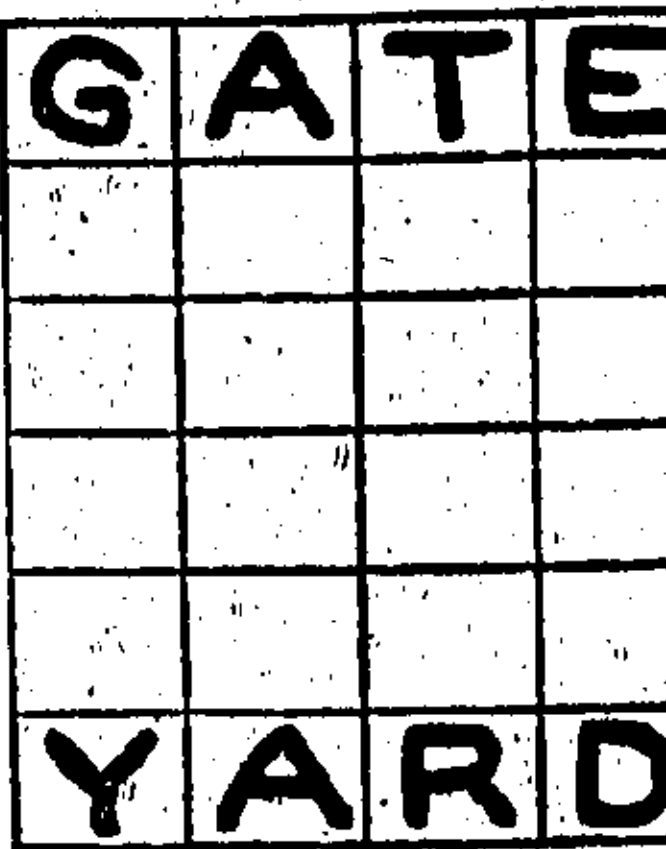
Sir,—During the next week the S.P.C.A. will once more invite subscriptions from firms and business houses in the Central District of Hongkong. A committee of ladies interested in the work of the Society have very kindly consented to call at the various offices and leave subscription cards for circulation among members of the respective staffs. This method of approaching firms and business houses is, I think, appreciated as involving the least inconvenience and dislocation of work. I venture to appeal to the community through the medium of your paper to continue to give the Society its sympathy and support. The Society is in sore need of funds and indeed unless we can rely on the continued support of the public it will not be possible for the Society to function. As it is, the number of inspectors has had to be reduced owing to inadequacy of funds. Notwithstanding this reduction of staff, an increasing number of cases of cruelty to birds and animals have been brought to light and dealt with; but a great deal remains to be done to render the operations of the Society really effective.

As you are aware, the Committee of the Society have, in conjunction with the Boy Scouts and Girl Guides, organised annual essay competitions with the object of encouraging the youth of Hongkong to take an interest in the welfare of birds and beasts. The subjects of the essays are so chosen as to make it necessary for competitors to see and note for themselves the conditions under which birds and animals are kept both in the city and in country districts and to suggest ways and means of improving matters.

The Dogs' Home at Kowloon is being efficiently maintained and is

LETTER GOLF.

It is easy to go from this GATE into the YARD.



1.—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.

2.—You can change only one letter at a time.

3.—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4.—The order of letters cannot be changed.

One solution is printed on another page.

fulfilling a much felt necessity. The work of the Society is woefully circumscribed owing to the inadequacy and uncertainty of its finances. What is needed is a permanent endowment but until a generous benefactor appears upon the scene the Society must rely on the increasing generosity of the public and the power of the Press to educate public opinion in the subject.

W. B. FINNIGAN.

President,

Society for Prevention of Cruelty to Animals.

AUCTION SALE.

NORTH POINT LAND SOLD AT 12 CENTS A SQUARE FOOT.

Land at slightly less than 12 cents a square foot was sold at the Lamport Auction Room yesterday afternoon when a plot of land at North Point with an area of about 41,702.34 square feet was disposed of for \$5,000.

Mr. Wong Shao-ng offered \$5,000, but as there were no more bids, the property, which consists of "all that piece or parcel of ground registered in the Land Office as Section A of Inland Lot No. 897," was knocked down to him for that sum.

BRITISH PREMIER.

MR. MACDONALD SPENDS A BUSY DAY.

New York, Oct. 11. Mr. MacDonald's activities are inexhaustible. To-day's programme comprises a reception, successively, to delegations of prominent New York Socialists and the Jewish Agency for Palestine; and the delivery of three important speeches, firstly at a luncheon of the English-speaking Union, second at a tea of the Foreign Policy Association, and thirdly at a dinner of the Council of Foreign Relations.—*Reuter's American Service.*

BRITAIN AND RUSSIA.

SOVIET COUNCIL APPROVES THE AGREEMENT.

Moscow, Oct. 11. After hearing M. Litvinoff's report of the negotiations between Mr. Henderson and M. Dvorkovskiy, the Council of Peoples Commissaries approved the protocol embodying the agreement reached.—*Reuter.*

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SHIP REPAIRERS,
BOILER MAKERS,
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OXY-ACETYLENE AND
ELECTRIC WELDERS,
MECHANICAL AND
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ENGINEERS.**

THE TAIKOO DOCKYARD & ENGINEERING COMPANY

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SALVAGE TUG "TAIKOO"
1,700 Tons Displacement
14,000 H.P.

—DRY DOCK—
Length 787 Feet
Length on Blocks 750 Feet
Depth on Centre of
9M (H.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—
Capable of Handling Ships up to
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UNITED KINGDOM & CONTINENT ... ELLERMAN LINE
"CITY OF MELBOURNE" London, Rotterdam, Amsterdam & Hamburg... 5th November

NEW YORK, BOSTON & BALTIMORE AMERICAN & MANCHURIAN LINE

"CITY OF CARDIFF"	via Suez Canal	5th November
"CITY OF WINNIPEG"	via Suez Canal	3rd December

ALSO AGENTS FOR

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SERVICES TO

BOSTON, NEW YORK & BALTIMORE AMERICAN & ORIENTAL LINE

"GLENBANK" ... 5th November

MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE

"TINHOU" ... 28th November

London for Mauritius, Durban, East London, Algoa Bay, (Port Elizabeth), Mossel Bay and Cape Town

Through 4th of Lening issued to Belra, Quilimane, Ibo, Port-Amples, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindi, Port Nolloth, Luderia, Bay, Walvis Bay and Madagascar

For freight or passage on any of the above lines apply—

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**REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES**

LONDON SERVICE
"MENECLAUS" 15th Oct. M'les. London, R'dam & H'burg
"AENEAS" 29th Oct. M'les. London, R'dam & H'burg
"CALOCHAS" 12th Nov. M'les. London, R'dam & H'burg

LIVERPOOL SERVICE
"OANFA" 29th Oct. Genoa, Havre, L'pool & G'gow
"AUTOLYCOUS" 29th Nov. Genoa, Havre, L'pool & G'gow

NEW YORK SERVICE
(with transshipment at Singapore)
Leaves Hongkong: 29th Oct. "DARDANUS" 11th Nov. 19th Dec
Arrives New York: 11th Nov. 19th Dec
Hongkong to New York 51 days.

PACIFIC SERVICE
via Kobe & Yokohama
"IXION" 26th Oct. Victoria & Vancouver

INWARD SERVICE
"MYRMIDON" 12th Oct. Shanghai, Moji, Kobe & Yok.
"NELEUS" 13th Oct. Shanghai, Moji, Kobe & Yok.
"SARPEDON" 16th Oct. Shanghai, Taku & Dairen

PASSENGER SERVICE
"AENEAS" 29th Oct. Singapore, Marseilles & London
Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to—
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REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING
FROM \$28 TO \$120—ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
Taiyo Maru ... Wednesday, 16th Oct.
Tenyo Maru ... Wednesday, 30th Oct.

SEATTLE, VICTORIA via Shanghai & Japan Ports
Mishima Maru ... Monday, 21st Oct.
Iyo Maru ... Monday, 4th Nov.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via
Singapore, Penang, Colombo & Suez.
Kamo Maru ... Saturday, 19th Oct.
Katori Maru ... Saturday, 2nd Nov.

SYDNEY & MELBOURNE via Manila & Ports.
Aki Maru ... Wednesday, 23rd Oct.
Kaga Maru ... Wednesday, 20th Nov.

BOMBAY via Singapore, Pabang & Colombo.
Awa Maru ... Monday, 14th Oct.
Nagato Maru ... Sunday, 27th Oct.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu,
Los Angeles, Mexico & Panama.
Ginyo Maru ... Tuesday, 29th Oct.

SOUTH AMERICA (EAST COAST) via Singapore,
Capetown & Ports.
Hakata Maru ... Wednesday, 23rd Oct.

NEW YORK, BOSTON via Panama.
Tsuayama Maru ... Thursday, 24th Oct.

LIVERPOOL via Port Said, Constantinople,
Genoa & Marseilles.
Ilima Maru ... Saturday, 12th Oct.

CALCUTTA via Singapore, Penang & Rangoon.
Rangoon Maru ... Wednesday, 16th Oct.

SHANGHAI, KOBE & YOKOHAMA.
Kashima Maru ... Monday, 14th Oct.
Kaga Maru (Nagasaki Direct) ... Tuesday, 15th Oct.
Wakasa Maru (Moji Direct) ... Wednesday, 16th Oct.

* Cargo only.
Reduced 1st class Excursion Rates quoted between
Manila and Australia.
For further information apply to: NIPPON YUSEN KAISHA
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INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamers	Sailings
TO TSINGTAO via SWATOW & SHANGHAI	Waishang Hopang Hanksang Chaksang	Sun 13th Oct at 7 a.m. Tues 15th Oct at 7 a.m. Sun 20th Oct at 7 a.m. Wed 23rd Oct at 7 a.m.
TO OSAKA via AMOI, MOJI & KOBE	Suisang Hosang Kutsang	Wed 17th Oct at 7 a.m. Fri 8th Nov at 7 a.m. Tues 19th Nov at 7 a.m.
TO OSAKA via AMOI, MOJI, YOKOHAMA & KOBE	Kumsang	Fri 25th Oct at 7 a.m.
TO SINGAPORE PENANG & CALCUTTA	Namsang Yuensang	Mon 14th Oct at 3 p.m. Mon 21st Oct at 3 p.m.
TO SANDAKAN	Hingsang Mauyang	Satur 26th Oct at noon. Mon 4th Nov at noon.
TO TIENTSIN via PINGTOW	Chipsang	Sun 20th Oct at 10 a.m.
WEI-HAI-WEI & NEWCHOW	Chongshang	Thurs 31st Oct at 10 a.m.

For freight or passage apply to—

JARDINE, MATHESON & CO., LTD.

Telephone 215. Central. General Managers

CONSIGNEES' NOTICES.

SERVICES CONTRACTUALS DES
MESSAGERIES MARITIMES.

The Steamship,

"ANDRE LEBON,"
Arrived Hongkong on Tuesday,
the 8th October, 1929.
From MARSEILLES, &c.

Consignees of Cargo by the above
named steamer are hereby informed
that their goods with the exception
of Opium, Treasure and Valuables
are being landed and placed at their
risk in the Godowns of the Hongkong
Kowloon Wharf and Godown Co., Ltd.,
Kowloon, whence delivery can be
obtained as the goods are landed.
Goods not cleared within 7 days
including date of arrival, will be
subject to rent.

All claims must be sent to the
undersigned before the Thursday
the 17th October, 1929, or the will not
be recognized.
Damaged packages must be left
in the Godowns for examination by
the consignees, and the Company's
Surveyors Messrs. Goddard & Douglas
at 10.00 a.m. on Monday the 14th
October, 1929.

No claims will be admitted after
the goods have left the Godowns.
No Fire Insurance will be effected
by us in any case whatever.

L. LESDOS,
Agent.

Hongkong, 8th October, 1929.

OCEAN STEAM SHIP CO., LTD.

and
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.Consignees per Company's Vessel,
"HEUSUS"From UNITED KINGDOM via
SINGAPORE

are hereby notified that their cargo
will be discharged into Holt's
Wharf Kowloon, where it will lie at
Consignee's risk and subject to terms
and conditions of storage at Holt's
Wharf. The Cargo will be ready for
delivery from Godown on and after
10th October.

Optional cargo will not be landed
here, unless notice has been given
prior to steamer's arrival but car-
ried on from port to port to the
final port of call to which the option
extends.

All broken, chafed, and damaged
goods are to be left in the Godowns,
where they will be examined on any
Tuesdays and Fridays between the
hours of 10.45 a.m. and noon within
the free storage period.

No claims will be admitted after
the goods have left the steamer's
Godown, and all Goods remaining
undelivered after the 18th October,
will be subject to rent.

All Claims against the Steamer
must be presented to the undersigned
on or before the 1st November, or they
will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th October, 1929.

BRITISH TRADE.

LOWER IMPORT AND EXPORT
FIGURES.

London, Oct. 11.

The Board of Trade returns
for September are:
Imports, £98,368,000; exports,
£55,104,000; being decreases of
£2,624,000 and £7,940,000, respec-
tively, compared with August.
—Reuter.

CONSIGNEES' NOTICE.

OCEAN STEAM SHIP CO., LTD.
and
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.Consignees per Company's Vessel,
"MYRMIDON"From UNITED KINGDOM & CON-
TINENTAL PORTS via SINGAPORE.

are hereby notified that their cargo
will be discharged into Holt's
Wharf Kowloon, where it will lie at
Consignee's risk and subject to terms
and conditions of storage at Holt's
Wharf. The Cargo will be ready for
delivery from Godown on and after
12th October.

Optional cargo will not be landed
here, unless notice has been given
prior to steamer's arrival but car-
ried on from port to port to the
final port of call to which the option
extends.

All broken, chafed, and damaged
goods are to be left in the Godowns,
where they will be examined on any
Tuesdays and Fridays between the
hours of 10.45 a.m. and noon within
the free storage period.

No claims will be admitted after
the goods have left the steamer's
Godown, and all Goods remaining
undelivered after the 19th October
will be subject to rent.

All broken, chafed, and damaged
must be presented to the undersigned
on or before the 2nd Nov. or they
will not be recognized.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th October, 1929.

BUTTERFIELD & SWIRE,
Agents.

A BIG MERGER.

BRITISH IRON AND STEEL
CONCERNS TO UNITE.

London, Oct. 11.

It is officially announced that
a merger between Messrs. Dorman
Long and Messrs. Bolckow
Vaughan, two of the biggest iron
and steel firms in England, has
been completed, subject to the
approval of the shareholders.

The capital of the two com-
panies is over £20,000,000. Their
combined plants have a pro-
ductive capacity of three million
tons of steel and two million
tons of pig iron per annum.
—Reuter.

MR. T. V. SOONG.

TO VISIT KWANGTUNG
MONTH.

Canton, Oct. 11.

Mr. Chau Mau-cho, the Manag-
ing Director of the Central Bank,
is understood to have received a
cable from Minister T. V. Soong
that he will be coming to Canton
this month, for the purpose of
readjusting the financial position of
the bank, to make definite arrange-
ment for its control by the
Ministry of Finance, and at the
same time to reconsider the finan-
cial problems of the province.
—Canton News Agency.

MISADVENTURE.

DEATH BY DROWNING AT
AMBULANCE PICNIC.

A recent bathing fatality, when
a member of the St. Joseph's Col-
lege Division of the St. John Am-
bulance Brigade was drowned,
was the subject of a Coroner's
enquiry held before Mr. T. S.
Whyte Smith at the Kowloon Ma-
gistracy yesterday afternoon.

Addressing the jury the Coroner
said that the enquiry was into the
death of a young Chinese of 21
years, who was drowned at Sai
Chung Wan Bay on a bathing
picnic of the St. Joseph's College
Division of the St. John Am-
bulance Brigade. The jury would
have to consider whether there
was sufficient supervision and
what precautions were taken.

The deceased, he understood, was
a non-swimmer and the jury would
have to consider whether reason-
able precautions were taken to
protect the non-swimmers of the
party.

Dr. J. E. Dovey gave evidence of
examining the body several days
after death. Death was certified
as asphyxia from drowning.

Sergeant May stated that he re-
covered the body, which was found
near the beach at Sai Chung Bay.
Mr. Edward Cheung, officer in
charge of the St. Joseph's College
Division of the St. John Am-
bulance Brigade, said that at 4.30
p.m. on September 9 a party of 25
members of his Division went to
Sai Chung Bay on a bathing
picnic. The deceased was a non-
swimmer, there being about eight
or ten who could not swim.

Bathers Warned.

Before the launch arrived at its
destination, witness said, he warn-
ed all members of the party, par-
ticularly those who could not
swim, to use the sampans if they
wished to go ashore.

On arriving at the beach the
non-swimmers went ashore in two
batches, while the others swam
ashore. After the bathers had
finished and were having tea it
was noticed that the deceased
was not on board. Search parties
were then instituted but after
looking for an hour without suc-
cess the bathers returned to Kow-
loon and reported the tragedy to
the Police.

Answering the Coroner, witness
said that no arrangements except
the warning he gave the bathers,
were made for anybody to look
after the non-swimmers.

In reply to the foreman of the
jury witness said that no roll
call was made after the bathing
had finished.

The Coroner: It is a division
of the Ambulance Brigade. I sup-
pose you conduct the division on a
sort of semi-military lines?

Witness: We do during duty,
but not after duty.

You regard this as entirely a
holiday and there's no discipline?
—Yes.

Do you mean to the extent that
you would not give any orders at
all?—The only order I gave was
that non-swimmers were to go
ashore by the sampans and re-
turn by them.

Previous Accident.
Was there a fatal accident
early in the year?—That was a
party from the school, not from
the Ambulance.

What I was going to ask you was
that since this accident did you
not think of doing more in the
way of enforcing precautions?
The swimmers are not very young,
and are capable of looking after

themselves.
Questioned by the jury, witness
said that the picnic was arranged
by the Ambulance and not by the
school.

The Coroner: Authorised, I
suppose, by the school authori-
ties?—No.

In how far is the Ambulance
under the school? You are the
officer in charge. Are you ap-
pointed by the school? Are you
appointed by the headmaster or
who appoints you?—I was ap-
pointed by the headmaster and the
Assistant Commissioner of the
Brigade.

Were there any masters pre-
sent?—Yes. There were two
Brothers there.

Were they there as masters of
the school or members of the Bri-
gade?—Masters of the school.
Rev. Brother Called.

Do you say they were there
looking after the boys or were they
there just for their own enjoy-
ment?—For their own enjoyment.
They were invited.

Mr. Harry Lau, a non-swimmer,
said that he was paddling with
the deceased when he (witness)
suddenly got cramp and at the
same time dropped into a hole in
the beach. He shouted and was
rescued by another member of the
party. He was taken ashore and
later returned to the launch. He
did not see the deceased after that.

Rev. Brother Joseph of St.
Joseph's College was called.
The Coroner: You were there
as a guest rather than as a mas-
ter, I take it?

Witness: I was.
In fact you were not supposed
to be in charge of the boys?—No.
The Coroner: Now Brother
Joseph, you were present at a
bathing party at Stonecutters
sometime ago when a boy was
drowned?—Yes, I was present.

What I want to know is if the
authorities of St. Joseph's College
as a result of that accident take
any precautions for supervising?

An Unknown Guest.
Brother Joseph explained that
the boy who was drowned at the
beginning of summer had nothing
whatever to do with the College.
He went on board the launch un-
known to the authorities. Wit-
ness was given to understand that
he had jumped off the opposite
side of the launch to that used by
the other bathers. It was not
even known that he was on board.

It was said that he could not
swim and went down immediately.
It was not until some time
afterwards that it was known
someone had been drowned.

Continuing, witness said that it
was very difficult for the authori-
ties as every boy was accounted
for and yet it was stated that one
had been drowned. It was then
that one of the boarders said that
the missing lad was a friend
whom he had invited to the picnic.

Witness said that they had dived
for the lad and they were assisted
in their search by some soldiers.
But he was not found.

Coroner: Since that accident
I suppose you have had sev-
eral bathing parties?—We have
had no bathing parties after that.

I suppose there would be some
sort of regulation issued in the
school?

Witness replied that arrange-
ments were always made for a
master to go with the boys, who
now went to North Point to bathe.
The Coroner: If this had been
a school party instead of an Am-
bulance one then you would prob-
ably have been in charge of the
non-swimmers or some master
would be in charge?—Yes.

No Definite Arrangements.

But being entirely Ambulance

ALLEGED SQUEEZE.

CHARGE AGAINST THREE
CHINESE CONSTABLES.

The trial of the three Cantonese
policemen, P.C.s Kwong Kun,
Kwong Shun, and So Shing, who
are charged with extorting
"squeeze" from a stall-holder of
Whitfield Market, while promising
to keep away "pirating" hawkers
from the Market, was continued
before Mr. E. W. Hamilton at the
Central Magistracy yesterday.

A witness named Chick Sick,
speaking of an interview when
passed money was alleged to have
passed hands, said that P.C.
Kwong Shun refused the note that
was being handed through wit-
ness's intermediary. Witness was
going to return the money to the
stall-holder when the latter asked
him to keep it for him for the
time being.

Replying to the Magistrate, wit-
ness denied having received in-
structions to thrust, forcibly, the
note into P.C. Kwong Shun's
hands.

So Shing, who described himself
as a fooki to the stall-holder, said
he had seen money passed on three
occasions between the stall-holder
and the policeman.

His Worship: I put it to you
that it is a put-up story between
you and the stall-holder?—Wit-
ness: I am willing to submit to
any punishment if what I said is
not true.

Witness was closely questioned
on certain discrepancies between
his evidence and that of the pre-
vious witness.

Replying, he said that he had
known the policeman were being
"egged on" into a police trap five
or six days before the arrests, al-
though he could not say what
exactly was in the stall-holder's
mind when he agreed to pay the
first instalment at the much ear-
lier date of September 1.

Although the alleged arrange-
ment with the policeman might
produce a state of affairs favour-
able for the other stall-holders of
the market as well, witness main-
tained that the utmost secrecy was
preserved and that none of the
other stall-holders were informed
of the payments.

Witness did not hear of these
other stall-holders complaining of
being similarly "squeezed".
Police evidence was given con-
cerning the arrest of the three
accused, the case being then ad-
judged until Tuesday.

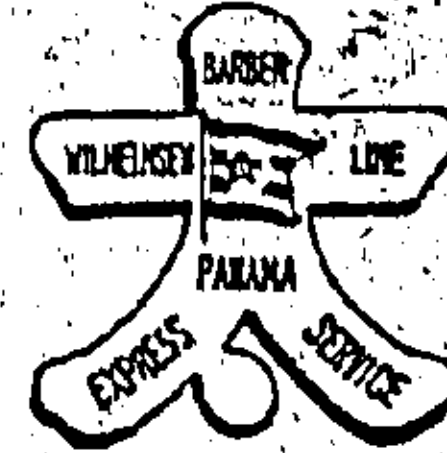
and boys of greater age than
school boys it was not part of the
school's duty?—No.

Addressing the jury, the Coroner
said that he did not think they
would have any difficulty in decid-
ing the cause of death. The de-
ceased was a non-swimmer and
evidently got into water out of his
depth. Very unfortunately, it
was only after the others had got
back to the launch that he was
found to be missing. He thought
the only possible verdict was a
verdict of death by misadventure.

It was unfortunate, added the
Coroner, that in a picnic such as
that, no definite arrangements
seemed to have been made for the
supervision of the swimmers. He
thought the jury would agree with
him that in such parties some of
the members who were good swim-
mers should be definitely detailed
to safeguard the boys unable to
swim.

The jury returned a verdict of
death by misadventure, and added
an expression of sympathy with
the relatives of the deceased.

The Coroner remarked that he
would like to associate himself
with the expression of sympathy.

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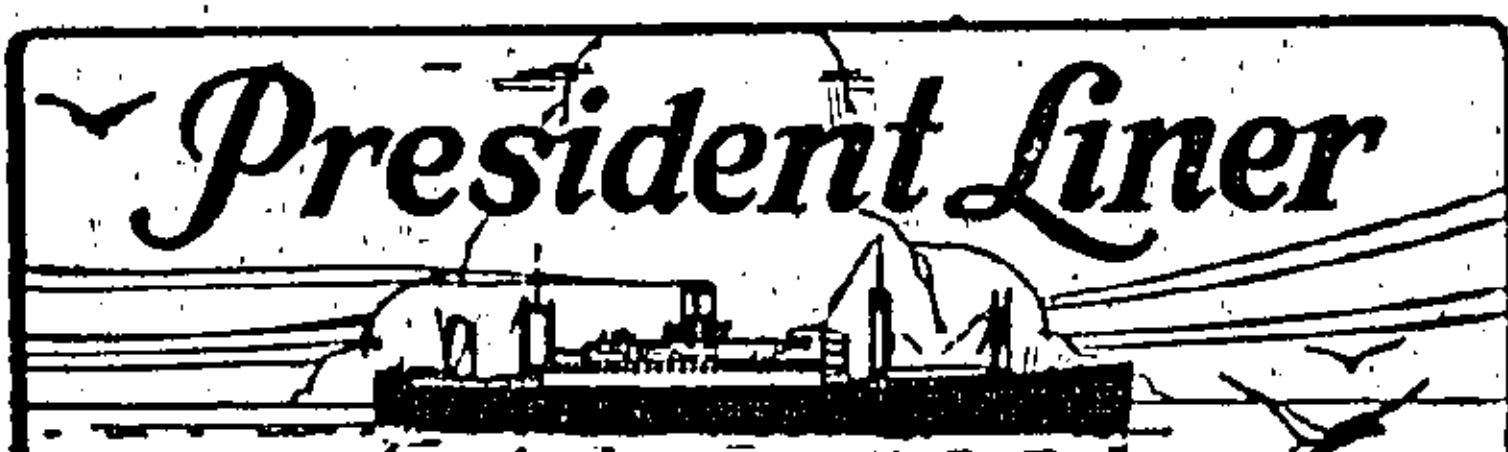
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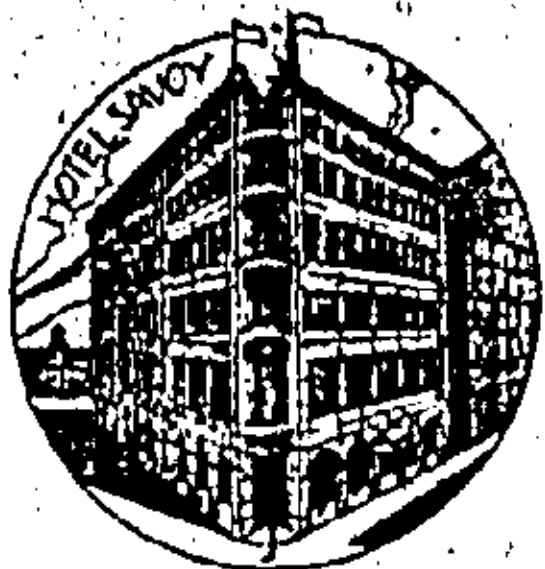
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THE INTERPORT BOWLS TEAMS.



The bowlers who represented Hongkong and Shanghai in the interport game last Saturday. Left to right:—Back row: S. Gray, C. Glover, R. P. Phillips, A. A. Malcolm, R. Dorrance, J. Ferguson, and E. Kerley. Front row: F. Cullen, A. W. Grimmit, J. Laing, R. Basa and A. Jessiman.

GREAT LINERS FOR AMERICA.

TENDERS CALLED FOR TWO
30,000-TONNERS.

FOUR BIGGER PLANNED

New York, Oct. 11.

The American determination to enter more strongly into merchant shipping activities is shown by the announcement that the shipbuilders of the United States have been invited to submit tenders to the United States Lines, for the construction to two new liners.

It is stipulated that the new ships are each to be about thirty thousand tons displacement, and shall have a speed of 22 knots.

They will accommodate about 1,300 passengers each.

The vessels as planned will be smaller than the Leviathan, which is America's biggest ship, but they will be the largest ever constructed in the United States.

At the same time, specifications are now being prepared for four other liners, all of which will be larger and faster than the Leviathan. These also will be built by the United States Lines, but they will not be commenced until the two for which tenders have been called have been completed.—British American Service.

NANKING WAR ON KUOMINCHUN.

(Continued from Page 1.)

Kai-shek intends to appoint General Tang Seng-chi as Commanding Officer of the Nanking vanguards. Marshal Chiang himself will embark for Hankow, establishing his headquarters there and directing three Nanking Divisions in Hupeh with a view to exterminating the Kuominchun forces in North Hupeh and drive them back to Honan.

It is also known that the National Government has appointed Commanders to attack the Kuominchun in many other directions.

Feng-Yen Alliance.

There is not the slightest doubt that a strong alliance has been formed between Marshal Feng Yu-shiang, (who controls Honan, Shensi and Kansu Provinces) and Marshal Yen Hsi-shan, (who controls Shansi and Chihli Provinces with Peking and Tientsin), as for some months these two leaders are said to have resided at Tai Yuan, the capital of Shansi Province.

All communications on the Lung-Hai Railway between Loyang and Lin Pao have been interrupted since yesterday when the Kuominchun units tore up a number of rails to prevent the advance of the Nanking army under Tang Seng-chi.

All the Kuominchun militarists and politicians serving the Nanking Government, have succeeded in evading arrest by leaving the capital before the Mandate of the Kuominchun denouncing Marshal Chiang Kai-shek arrived. Warrants urging the arrest of these Kuominchun leaders and the "Leftist" politicians, including the War Minister, Lu Chung-lin, have been issued.

Hankow Tension.

Hankow City has been under martial law since the morning of the Chinese National Day and the Nanking troops fear a rising among the Chinese Communists inside the city with a view to seizing the place and joining with the advancing Kuominchun forces in Northern Hupeh.

It is reported that a Kuominchun general attack on the Nanking

TERRIFIC BLAZE IN KOWLOON.

(Continued from Page 1.)

was immediately communicated to headquarters. Four minutes later "brigade call" was sent, this meaning that every available appliance in the district was required. Three appliances left Kowloon station in charge of Mr. G. Saunders together with an ambulance and later, the firefloat in charge of Mr. H. T. Brooks, Superintendent, together with 12 men from Central, went across the harbour and berthed at a small pier close to the blazing buildings.

The compound, in which the blaze was, was surrounded on four sides, the three land engines taking up positions on three sides ashore while the firefloat on arrival, got into action from the sea-side. Each using two lines of hose, the appliances succeeded in preventing the fire from spreading to adjoining buildings, the nearest of which was a ginger factory. When the firefloat added its quota with four lines of hose the land appliances ceased action with the fresh water they were using from the mains and the fire was finally conquered with salt water from the float.

Stop Signal.

The stop signal was given at 3.48 a.m. and the appliances returned to the station leaving one Chinese sub-officer and eight men to prevent any fresh outbreak occurring from the smouldering debris.

As far as can be gathered it appears that three buildings and several lean-to sheds were involved, the owners being away in Canton and several foks being left to look after the buildings. The biggest, it has been established, was named the Kwong Tak marine store, consisting of a ground floor and one upper floor. In this place were rattan bags, boxes of sugar, shavings and sawdust. It was built of brick with a corrugated iron roof. Adjoining was the Wah Wing-cheong Sugar Refinery, which was used for sugar boiling and sugar packing. This was severely damaged by fire. Another building in the compound was the Hip Woo-cheong, used as a marine store and blacksmith's workshop. A wooden side of the building was damaged by the fire, the value of this damage being roughly assessed at \$250.

Members of the Brigade were still working among the debris at eight o'clock this morning.

king Army will be announced in the early part of next week.

Nanking, Oct. 11.

War between the Government forces and the Kuominchun is inevitable. The State Council this morning ordered the dismissal and arrest of the War Minister Lu Chung-lin, and Liu Chi, both of whom are prominent members of the Kuominchun, on the ground that they have been frequently plotting against the Government. Both have escaped from the capital.

There is a persistent rumour that Chiang Kai-shek has issued a circular telegram to-day denouncing the Kuominchun leaders; and it is considered probable that a punitive expedition will be sent against the Kuominchun.

It is reported here that military movements have already been begun by the Kuominchun in Honan, along the Peking-Hankow railway, with Hankow as the objective. The National Government issued two mandates this afternoon, the first ordering the arrest of many prominent Kuomintang left wing members; the second cancelling the former order for the arrest of Yang Sen.

SHIPPING PARLEY AT GENEVA.

ANOTHER PROTEST AGAINST MANAGEMENT.

ITALIANS' REQUEST.

Geneva, Oct. 11.

At the Maritime Conference of the International Labour Office to-day, Signor Margini, the Italian workers' delegate, on behalf of the Italian seamen, protested, with the support of the Italian Government delegate, against the nominations to the Committees by the workers group.

In spite of his protest, however, Signor Margini said that the representatives of the Italian seamen were prepared to assist in the work of the committees.

The matter was finally shelved on an agreement that it should be referred to the Credentials Committee.

The Selection Committee has decided to submit the resolution of the employers' group to a plenary sitting of the Conference to be held to-morrow.

The ship-owners yesterday passed a resolution expressing the inability of the ship-owners' representatives to participate in the discussions "in view of the British ship-owners' refusal to send representatives and the fact that Norway is not represented," unless assured that the method of appointing non-Government delegates as advisers be remedied.

The owners subsequently submitted a resolution to the conference in favour of the appointment of delegates in agreement with the organisations concerned, and invited the Governing Body of the International Labour Office to take the present position of the ship-owners.—Reuter.

LIFE BANISHEE RETURNS.

PRISON SENTENCE & BIRCH ORDERED.

Before Mr. A. W. G. H. Grantham this morning, a Chinese was charged with disobeying an order of banishment.

Mr. T. Murphy, A.S.P., said the accused was sentenced in 1918, to five years' hard labour for gang robbery, and was banished for life on the expiration of that term.

On the man's own admission, he had been moving freely about in the New Territories for some months this year. Arrested, finally, in the British section of Sha-tau-ko, as a suspect, his identity was discovered. As he seemed to have paid no attention to his order of expulsion, the Court was asked to take a serious view of this case.

Mr. Grantham inflicted sentence of six months' hard labour and twelve strokes of the birch.

TENDERS ACCEPTED.

KOWLOON HOSPITAL MATERNITY BLOCK.

The Government has accepted the following tenders: Mr. Man Gang, \$35,936 for Kowloon Hospital maternity block, site formation and building. Messrs. Sang Lee & Co., \$2,534.91 for repairs to Cheung Cheung Ferry Pier. Messrs. Tung Hing Co., \$427.25 for the supply and making up of winter uniforms for Revenue Officers, &c.

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